

APPENDIX E

SECURITY ASSISTANCE PROGRAM (SAP) SHIPMENTS: FOREIGN MILITARY SALES (FMS) AND GRANT AID

A. GENERAL

1. The SAP is a United States Government (USG)-sanctioned program that authorizes and controls government-to-government transfer of defense articles and services. Authority and procedures for the program come from several levels of the USG. These include Congressional legislation; Presidential Determinations (PD); and rules, regulations, and procedures published by the Department of State, Department of Commerce, and Department of Defense (DOD). Within the DOD, each of the Services issues its own SAP rules, regulations and procedures. Each Service is identified as an Implementing Agency (IA) or a Sponsoring United States (US) Service when it administers SAP functions. The SAP is divided into two sub-programs, the FMS Program and a collection of Grant or Grant Aid programs.
2. Since 1981, FMS has been the major SAP. In 1981, most Grant recipients began receiving grant funds directly to use for FMS purchases (MAP Merger). MAP Merger has since been replaced by non-repayable credit money for FMS purchases. FMS Customer Countries buy defense articles and services from the DOD or the USG. They may use their own funds for purchases or use credit, either repayable or non-repayable. Regardless of the fund source, US law states that the DOD will not operate the FMS program at a loss.
3. Under FMS, a Customer Country takes possession or custody of its purchases at various points. Custody can change hands at a shipment's continental US (CONUS) or overseas point of origin, at a Customer Country's CONUS-located facility (usually a Purchaser's freight forwarder), or at an overseas Port of Debarkation (POD) or inland point in the Purchaser's Country. FMS materiel can, therefore, move to a Customer Country as totally non-Defense Transportation System (DTS), partially DTS, or totally DTS. Regardless of where custody or control of FMS shipments changes, however, title or ownership almost always passes to the purchaser at its CONUS or overseas point of origin. There are rare exceptions to this policy, but they must be specifically addressed in an FMS Case.
4. Change of custody is identified by Delivery Term Codes (DTCs). The transfer point is agreed to by the Purchaser and the USG in an FMS Case or Letter of Offer and Acceptance (LOA). Even though a DTC is always negotiated in the LOA process, the kind of materiel involved can determine DTCs. For example, Sensitive Arms and Ammunition and Explosives (AA&E) must be controlled by the DOD at least through a DOD-controlled Port of Embarkation (POE). Therefore, a minimum of DTC 8 must be assigned to an LOA for this materiel. Besides the DTC, an LOA contains all the data that is normally needed to process and ship FMS materiel.
5. DTCs, Type Assistance or Finance Codes, address codes, are transferred from an LOA to Military Standard Requisitioning and Issue Procedures (MILSTRIP) requisitions and release documents by IAs. This MILSTRIP data provides DOD/USG shipping activities information needed to release FMS shipments. This data identifies the custody transfer point, the IA, ship-to and mark-for addresses (address codes), FMS Case Codes that are used to construct Transportation Account Codes, and the need to use a US carrier (Type Finance or Assistance code).

6. The Grant Aid Program is actually more than one program; for example, the International Military Education and Training Program. Although technically not part of the Grant Aid Program because Congress does not fund them, PD shipments are processed as Grants. MILSTRIP documentation for Grant Aid releases also provides all of the data needed for shipment. Unlike FMS, all Grant Aid shipments are moved via the DTS to a recipient country POD (offloaded).
7. Because title or ownership to FMS and Grant Aid materiel passes to a Customer or Recipient Country at its CONUS or overseas point of origin, DOD/USG-procured transportation may be furnished as a reimbursable service for a Customer Country. However, the USG will not be held responsible for damage or loss that may occur in transit, regardless of the mode of transportation used. Customer countries are advised during FMS case preparation to obtain commercial insurance if they want to recover materiel costs for in transit loss or damage. DOD shipping activities or transportation agencies, however, must initiate tracer actions or submit claims against carriers on behalf of Customer Countries for loss or damage that occurs during DOD-sponsored transportation.
8. See Chapter 205 for information on shipments of SECRET, CONFIDENTIAL, CCI, and SENSITIVE material.

B. RESPONSIBILITIES

1. For DTS surface-moved FMS and Grant Aid cargo, the Military Surface Deployment and Distribution Command (SDDC) Operations Center will:
 - a. Determine proper freight classification, rates, charges, rules, and regulations that apply to SAP traffic.

NOTE: DOD tenders also apply to the movement of SAP shipments.
 - b. Negotiate with all commercial for-hire carriers to establish or modify rates, classification descriptions and ratings, charges, rules regulations, or accessorial freight services.
 - c. Ensure that rates and charges that involve accessorial freight services incidental to a linehaul transportation movement under SDDC routing control are solicited as follows:
 - (1) Rates and charges for performance of transportation (does not include accessorial freight services).
 - (2) Rates and charges for performance of transportation plus accessorial freight services.
 - d. Advise IAs and other DOD agencies of the results of negotiation actions taken.
 - e. Recommend litigation in transportation and traffic management areas to protect and promote the interests of the DOD SAP.
2. Transportation Officers (TOs) and contracting officers will furnish the SDDC Operations Center with all information in connection with negotiations with commercial carriers as far in advance as possible. Ideally, Volume Movement Request (VMR) for DTS-routed SAP-planned volume movements will be submitted at least 60 days in advance of a movement, but not less than 30

days before the date of the movement. If a movement develops within a shorter timeframe, the information must be furnished as soon as possible.

3. Commanding officers, purchasing and contracting officers, inventory managers, TOs at contract administration offices, and other DOD officials having advance information concerning procurement or other actions involving DTS-routed SAP-planned volume movements will furnish such information to the TO or traffic analyst serving the purchasing activity (Federal Acquisition Regulation, Part 42-1402, Volume Movements within the Continental United States). The TO or traffic analyst, in turn, will furnish the required information to the SDDC Operations Center In Accordance With (IAW) transmittal instructions as far in advance as possible.

C. PLANNED VOLUME MOVEMENT (See Chapter 201, Paragraph L.13.d)

1. As used in this Appendix, a planned volume movement is any DTS movement of SA freight shipments from one origin point to a single destination will total (in one year) 25 Carloads (CLs), or 25 Truckloads (TLs), or weighs 500,000 pounds or more.
2. Shippers will consolidate traffic with origin or destination points within the same geographical area whenever possible. Consolidation increases the potential for volume rate negotiation benefits.

D. RATE NEGOTIATIONS (See Chapter 201 Paragraph L)

1. Except as noted, the TO will forward information shown below to the SDDC Operations Center. Furnish copies of Export Traffic Release Requests (ETRRs) instead of VMRs, provided the copies submitted to the SDDC Operations Center are in plain language and identified as a VMR. It is mandatory that VMRs include the information required in Paragraph D.3 below. Submit information when:
 - a. A planned volume movement is scheduled from one origin point to one destination point for which the transportation effected under USG control and charges are paid with a Bill of Lading (BL) or other accepted USG means for reimbursing carriers for their services.
 - b. Shipments from one origin point to a single destination will amount to or exceed 25 CLs, or 25 TLs, or 500,000 pounds within one year.
 - c. Repetitive shipments originate at or are destined to a point with rail disability or inadequate motor service.
 - d. Serve the transportation needs of the activity with trailer-on-flatcar service, container-on-flatcar service, or container service.
 - e. A movement not reportable as listed above, which involves carrier services or unusual characteristics or circumstances that indicate a need for or possibility for freight rate negotiations.
2. An exception to the policy stated in Paragraph D.1 above is for repetitive movements that involve the same commodity and identical origin and destination points that were reported need not be reported again during that same calendar year, or until at least six months have elapsed from the time of the initial report, whichever is later.

3. Report the following information for Paragraph D.1 above to the SDDC Operations Center (Reports Control Symbol SDDC-88):
- a. Requesting activity identification number.
 - b. Complete description of commodity, including National Stock Number (if assigned), use of article, material from which made, value (if known), and type of inner package. General categories, e.g., Quartermaster Supplies, "Table of Organization and Equipment", "organizational equipment", "Air Force equipment", or "yards and docks equipment" and general stock-list class numbers will not be used, except for shipments that include wide mixtures. For wide-mixture shipments, furnish a description of at least three of the predominant items.
 - c. Governing freight classification and item number or SDDC-authorized classification item number (Standard Transportation Commodity Code).
 - d. Packaging of commodity (box, crate, bundle, loose, set up or knocked down, containerized, or palletized unit loads).
 - e. Free on Board contract terms.
 - f. Origin point (if a commercial facility, identify railroad(s)) serving the location or the seaport nearest the location.
 - g. Destination point (if a commercial facility, identify railroad(s)) serving the location or the seaport nearest the location.
 - h. Purchasing government.
 - i. Purchasing government's freight forwarder if the DTC assigned to the shipment is a 5 or H.
 - j. Estimated total weight of shipment.
 - k. Estimated number of CLs, TLs, or barge loads. (The estimated number of CLs, TLs, or barge loads will be computed on the weight that can be loaded in or on a single transportation conveyance when loaded to full visible capacity or load limit).
 - l. Date movement is expected to start.
 - m. Date movement is expected to end.
 - n. Total origin disability costs for each mode.
 - o. Total destination disability costs for each mode.
 - p. Accessorial services required.
 - q. Data for light and/or bulky shipments and containerized cargo:
 - (1) Number of units loaded per (size) (type) rail car.
 - (2) Number of units loaded per (size) (type) truck.

- (3) Number of units loaded per (size) (type) container.
- (4) Number of units loaded per (size) (type) barge.
- (5) Cube and physical measurement of each commodity unit.
- r. For classified shipments, indicate security classification (for example, SECRET or CONFIDENTIAL). For sensitive AA&E shipments, indicate the AA&E Security Risk Category, e.g., Category I, II, III, or IV. Also, specify the type of transportation protective service required, e.g., Constant Surveillance and Custody Service, Satellite Motor Surveillance Service. See Chapter 205.

E. ACCESSORIAL SERVICES

1. When accessorial services, other than those authorized in tenders, are required because of the volume or nature of the traffic, submit a request for negotiation to the SDDC Operations Center. Accessorial services include pickup and delivery, reciprocal switching, terminal services and facilities or extensions thereof, and dismantling and/or reassembly. Adjustments in rates and charges for services already established and questions of policy in connection with these services will also be referred to the SDDC Operations Center. TOs will transmit information to the SDDC Operations Center in one of the following formats:
 - a. Letter Address SDDC Operations Center, Attn: SDG3-G, 661 Sheppard Place, Fort Eustis, VA 23604-1644.
 - b. Message Address: CDRSDDC OPERATIONS CENTER FT EUSTIS VA//SDG3G//
 - c. Electronically Transmitted Message. When condition "MINIMIZE" is imposed, information will be transmitted via commercial telephone or telegraph. Classified information will be transmitted under proper security classification and security regulations.
 - d. Facsimile. Commercial: 757 878-8005, DSN: 826-8005, Attn: SDG3-G, Fort Eustis, VA 23604-1644.
2. The SDDC Operations Center will not normally acknowledge receipt of, or furnish any replies to, correspondence received under the provisions of Paragraph E.1 above. However, the TO will advise the SDDC Operations Center of negotiation actions at SDDC Operations Center, Attn: SDG3-G, 661 Sheppard Place, Fort Eustis, VA 23604-1644, Facsimile: 757 878-8005, Commercial: 757 878-8621, DSN: 826-8621.

F. TRANSPORTATION PROCEDURES

1. Shippers must determine whether FMS cargo will move under DOD control (DTS) or Customer Country control (non-DTS). This is identified by a shipment DTC unless an IA issues official instructions to ship under another DTC. MILSTRIP document numbers and their associated Transportation Control Numbers (TCNs) cannot be changed; so a shipper only ships differently from an assigned DTC according to specific written instructions received from an IA. Defense Working Capital Fund (DWCF) materiel includes inland CONUS transportation cost in its materiel prices. Therefore, all inland-CONUS transportation of DWCF is done on a pre-paid basis regardless of the DTC assigned. All sensitive AA&E materiel must move, as a minimum,

in DOD-controlled transportation through a DOD-controlled POE into a Customer Country-controlled vessel or aircraft. If a DTC is assigned to an FMS release that does not conform to this policy, the shipper will contact the IA to have the release upgraded to at least a DTC 8. Classified materiel may also require this minimum of DOD control. If DTC 8 is assigned to a non-sensitive AA&E or Unclassified shipment, the IA will also be contacted to have the DTC downgraded.

2. DTCs and other SAP-related codes are found in MILSTRIP requisitioning and release documents placed by material managers on DOD and General Services Administration shipping activities. DOD 4000.25-1-M, Military Standard Requisitioning and Issue Procedures (MILSTRIP) and IA Service regulations provide release procedures for FMS and Grant Aid shipments. They also identify supply documentation needed to properly mark and address the materiel. Codes such as DTCs, Country Codes, Offer/Release Option Codes will be used by shippers to apply the correct release procedures to a SAP shipment. DTCs are defined and described in Paragraphs O and P below. They are located in Record Position (rp) 34 of a MILSTRIP document or the fifth position of a TCN.
3. Depending on a shipment's DTC, the source of materiel (i.e., DWCF or non-DWCF items), and the nature of the materiel, e.g., sensitive AA&E or classified items, the following transportation will be arranged by DOD shipping activities for FMS shipments. Grant Aid shipments will be processed in the same way as DTC 9 FMS shipments, i.e., DOD will arrange shipment from point of origin to overseas POD plus overseas carrier offloading.
 - a. Unless a Customer Country or its agent (freight forwarder) makes arrangements for pickup at the shipping activity; DTC 4 and E, non-DWCF and non-sensitive cargo will be shipped to a CONUS ship-to address on a Collect Commercial Bill of Lading (CCBL). Ship-to addresses are identified in the Military Assistance Program Address Directory (MAPAD) as Type Address Code (TAC) 2 addresses.

NOTE: Small parcels will be forwarded on a pre-paid basis to the TAC 1 address found in the MAPAD even if they meet all the above requirements for collect shipment.

Pre-pay-and-add procedures will be followed to reimburse the USG for this transportation. Also, if a TAC 7, third-party billing address appears in the MAPAD for a DTC 4 collect shipment, the carrier selected must be willing to follow third-party billing procedures before being given the shipment.

- b. DTC 5, 7, 8, 9, A, B, C, D, F, G, H, and J and all DWCF materiel will be shipped pre-paid to a CONUS location. This location will be a Customer Country's own facility, its freight forwarder's facility, a commercial port facility when directed by a Notice of Availability (NOA) response, or a CONUS POE. Payment for the inland CONUS transportation will be made under a BL or other acceptable DOD method of carrier payment. Shippers must ensure that they cite the DWCF funds for shipments of DWCF materiel and the FMS transportation fund for non-DWCF shipments.

NOTE: Although DTC 5 involves shipment to a Customer Country's freight forwarder, the Customer Country or its freight forwarder cannot designate which carrier a shipper must use. The DOD is furnishing transportation, and DOD carrier selection rules must be followed. Only when shipments are being made on a collect basis can the purchaser or freight forwarder name the carrier. These instructions may come in a NOA response, or be furnished as Special Instructions to an address in the MAPAD.

- c. Deviations from shipment DTCs may occur. Since MILSTRIP document numbers are permanent records, they or their related TCNs will not be amended to reflect these changes. When a change occurs, the shipping activity will be advised in writing by an IA or a material manager to process a shipment according to the revised DTC. The materiel manager will use a Transportation Bill Code to advise the Defense Finance and Accounting Service-Denver (DFAS-DE) of the action for billing corrections.
4. Shipment Discrepancies. Customer Country can make claims for deficiencies in materiel that occur prior to shipment, i.e., title transfer. Claims for materiel deficiencies, including non-shipment, are submitted by Customer Countries in Supply Discrepancy Reports (SDRs). Shippers must furnish proof of shipment if a SDR is submitted for non-receipt or damaged materiel. SAP regulations define this proof of shipment as, "Constructive Proof of Delivery". Proof of shipment can be any BL or small parcel carrier pickup register that shows acceptance of the shipment by the carrier. It can also be a US Postal Service Insurance, Certified, or Registered mail form that shows initial movement of the materiel from a DOD shipping activity. In addition to depots, "shipping activity" includes commercial vendors who supply materiel under a DOD contract for the FMS Program. Any cost for loss or damage to materiel while in transit, regardless of where DOD/USG control terminates, must be absorbed by the purchaser. Customers are advised during the LOA process that, due to limited liability by carriers, they will purchase commercial insurance if they wish to obtain full value for shipments that are damaged or lost in transit, including in the DTS. Responsibility for tracer actions or claims against carriers, however, will depend on if shipments are DOD-controlled or Customer Country/freight forwarder-controlled. These responsibilities are described below.
 - a. When the DOD/USG furnishes or procures transportation for FMS shipments, the shipping activity is responsible for initiating a tracer action with a carrier if a request is received from a Customer Country representative. If loss or damage to a shipment while in transit is involved, the shipper will file a claim against the carrier on behalf of the Purchaser. Claim proceeds, if any, will be forwarded to the Customer Country's account held at DFAS-DE. DOD transportation agencies will use TDR procedures for tracers and claims for FMS materiel moving overseas via the DTS.
 - b. When a CCBL is used, DOD will only need to prove shipment. All tracer or claim action is the responsibility of the Customer Country or its freight forwarder.
5. DOD/USG-furnished transportation will for the most part follow normal DTS procedures for carrier selection, routing, and discrepancy reporting. Some special procedures, such as sending NOAs, will apply to some DOD transportation. When a Customer Country or its freight forwarder furnishes transportation, different tracing, claim, and carrier selection responsibilities will apply. Even though the majority of DTC 4 shipments are released to a carrier selected by a DOD shipping activity, a Customer Country or its freight forwarder are technically in control because the BLs are CCBLs. A "no-recourse" clause will be added to every CCBL by a shipper as a precaution against consignee default. An NOA response or Special Instructions in the MAPAD may instruct a shipper to use a carrier of the Purchaser's or Freight Forwarder's choice; so shippers must always be especially alert to NOA responses and MAPAD Special Instructions that apply to DTC 4 releases. In addition to these general considerations, SAP shipments require an understanding of several terms that do not apply to DOD shipments. Described below, these terms are used in conjunction with the general transportation procedures found in Chapter 203.
 - a. DTS. When FMS and Grant Aid materiel is transported under DOD control, it is being moved within the DTS. The usual meaning of DTS for DOD cargo is that portion of the

worldwide transportation infrastructure that supports the DOD common-user transportation needs across the range of military operations. The DTS consists of those common-user military and commercial assets, services, and systems organic to, contracted for, or controlled by the DOD, except for those that are Service-unique or theater-assigned. Overseas movement via a carrier paid with a GBL, CBL, or Electronic Data Interchange (EDI) that cites a DOD-controlled fund is a DTS movement. Even when FMS cargo is moved to a freight forwarder in the CONUS (DTC 5) or through a DOD port for pickup by an FMS Customer Country (DTC 8), it is in the DTS if the shipment is prepaid from the shipping activity. NOA and other special FMS procedures apply to these shipments, but tracing and claim responsibility belong to the DOD because the transportation has been procured by DOD activities.

b. Export Declarations and Licenses.

- (1) All FMS exports are Export License (Department of State Permit (DSP)-5, Application for the Permanent Export of Unclassified Defense Articles) exempt. However, if FMS Customers take possession of their purchases in the CONUS (i.e., DTCs 4, 5 or 8), they must have their freight forwarders registered with the US State Department Office of Defense Trade Controls and provide the freight forwarder with copies of all LOAs for all exports to be made under the FMS Program. The LOAs serve as FMS Program “Export Licenses.” Also, for each LOA, a freight forwarder must prepare a DSP-94, Authority to Export Defense Articles and Defense Services, Figure E-1, for review by US Customs officials. At the time of export, the purchaser or freight forwarder must prepare a Shippers Export Declaration (SED) (See Figure 202-6) for all items exported. Data for SED preparation is taken from the materiel’s supply release documents, either DD Form 1348-1A, Issue Release/Receipt Documents (See Figure 202-7) for depot-released items or DD Form 250, Materiel Inspection and Receiving Report (See Figure 210-15) for vendor-supplied shipments. Shippers must attach copies of these documents to the exterior of every Shipment Unit (SU) according to MILSTRIP and MIL-STD-129, Department of Defense Standard Practice, Military Marking for Shipment and Storage, procedures. Contract Administration TOs ensure that vendors do this with DD Forms 250 for vendor-sourced shipments. Shippers will retain at least one good copy of release documents. Freight forwarders are not authorized to open containers to get copies from inside of SUs. If exterior copies are lost or damaged, a shipping activity may have to furnish new copies.
- (2) Export Licenses and DSP-94s are not required for defense articles exported by an agency of the USG, especially the DOD. DOD exports of FMS materiel via the DTS do not require export licenses, copies of LOAs or DSP-94s. DOD shippers normally do not prepare SEDs. However, they must prepare them for FMS shipments to Canada and FMS shipments shipped to overseas destinations via non-DOD-owned transportation (for example, commercial airlift procured directly by a shipping activity IAW ship-to instructions found in the MAPAD). For Canada FMS shipments, shippers complete SEDs, but Canada Country Representatives have valid DSP-94s and LOAs on file with US Customs Agents at border crossings. These USG/DOD exemptions can never be extended to exports made by a foreign government or its freight forwarder. When materiel is exported in DOD-owned transportation, such as Air Mobility Command (AMC) Channel or Special Assignment Airlift Missions (SAAMs) airlift, SEDs are not required because the export statistics are reported to the Commerce Department by each IA with Census Bureau Shipment Reports.

c. Annotation of Transportation Documents.

- (1) If FMS cargo is lifted overseas in DOD-owned Transportation, e.g., AMC Channel Airlift or SDDC-arranged overocean lift, shipping activities must annotate the BL (GBLs or CBLs) with the following: “(Applicable Military Department) Sponsored Foreign Military Sales Shipment--No Export Declaration or License Required. 22 CFR 126-4 (a) Applicable.” The signature of the issuing officer on the BL serves as a certification of this statement. This statement must appear in a BL used to ship FMS cargo to a CONUS Sea POE/Aerial POE where the cargo will be loaded into SDDC-arranged or AMC transportation, i.e., for DTCs 6, 7, 9, A, D, F, G, or J.

NOTE: Under no circumstances will this annotation be made on a BL for an FMS shipment to a Customer Country’s facility in CONUS, to an FMS freight forwarder, or to a CONUS POE for a DTC 8 pickup.

- (2) If an FMS shipment is lifted overseas in DOD-contracted transportation that does not depart CONUS from a DOD ocean or aerial port, e.g., commercial airlift to a Customer Country not serviced by AMC channel service, shipping activities must annotate the BL (GBLs or CBLs) with the following, and prepare a SED: “(Applicable Military Department) Sponsored Foreign Military Sales Shipment -- No Export License Required 22 CFR 126.4(a) Applicable.”
- (3) Bills of Lading (GBLs, CBLs and CCBLs) for FMS shipments to Canada will contain the following annotation, and the shipping activity must prepare an SED: “(Applicable Military Department) Sponsored Foreign Military Sales Shipment -- No Export License Required 22 CFR 126.5 Applicable.”

d. NOAs. NOA procedures are explained in Chapter 6 of DOD 4000.25-1-M. However, some basic principles do apply. The following information and precautions will help prevent improper release of FMS shipments:

- (1) NOAs do not apply to DTC 2, 6, 7, 9, A, D, F, G, or J shipments. Except for DTC 2, all shipments made under these DTCs are moved to at least an overseas POD. Under DTC 2, shipment is made from one DOD facility or contractor to another, and internal DOD transportation procedures apply.
- (2) NOA procedures apply equally to DTCs 4, 5, E, and H. Although DTCs 4 and E involve collect shipment to FMS freight forwarders and DTCs 5 and H involve DOD prepaid shipment, a freight forwarder still needs to be advised that certain types of materiel are ready for shipment.
- (3) For DTC 8, B and C shipments (pickup by Customer Country-arranged transportation at a DOD-controlled POE), NOA procedures are different for ocean pickups and air pickups.
 - (a) For ocean pickups, a shipping activity must send an ETRR to the SDDC Operations Center. Chapter 203 procedures of this regulation apply. A NOA is sent to the NOA addressee with advice that arrangements must be made with the SDDC Operations Center for a DOD ocean port and the date of pickup. The shipper will release cargo to the ocean port only in response to a SDDC Operations Center ETR, not to any direction received from the NOA addressee.

NOTE: ETRRs for ammunition items are processed by the DOD Single Manager for Ammunition, the Joint Munitions Command (JMC) at Rock Island, IL. For ammunition and explosives releases, the shipping activity will send the NOA to the NOA addressee, but it will route its ETR request through the JMC TO.

(b) For air pickups, two possibilities exist.

- 1 If the shipping activity is advised before sending an NOA that a pilot pickup will be involved, an NOA is sent to the NOA addressee and no ETRR is submitted. The Customer Country and its freight forwarder will then make arrangements with the US Air Force or Navy and the State Department to land Customer Country military or chartered aircraft at a CONUS Air Force Base or Naval Air Station. The NOA response will advise the shipper which aerial port to ship the cargo to and when it will arrive. The shipper will confirm this information with aerial port personnel.
- 2 If a shipping activity is advised after sending an ETRR/NOA that a pilot pickup will be used, it will follow the pilot pickup procedure and cancel the ETRR (or request that the JMC TO cancel the ETRR). For Air Force sponsored FMS munitions shipments, a copy of the NOA will be sent to the Air Force FMS Munitions POC listed in Table E-1.

(4) The correct NOA addressee is normally the TAC 3 address furnished in the MAPAD for the Military Assistance Program Agency Code (MAPAC) that applies to the materiel being released. However, if classified materiel is involved, whether DTC 5 or 8, the NOA must go to the Country Representative indicated in the MAPAD for the Customer Country. This Country Representative must also respond to the NOA. A shipper will not accept a response from a freight forwarder for classified materiel under any circumstances. Again, NOA procedures do not apply to DTC 2, 6, 7, 9, A, D, F, G, or J shipments.

(5) The need for an NOA is determined by either the Offer Release Option Code found in rp 46 of the MILSTRIP release document or by the type of materiel involved. Offer Release Option Code Y indicates the shipment can be made if no response is received within 15 days. Offer Release Option Code Z indicates that materiel cannot be released until a response is received. Offer Release Option Code A normally will allow automatic release without an NOA. However, MILSTRIP requires that Offer Release Option Code Z procedures must be followed if any unusual transportation factors apply to a shipment. These factors include oversize or overweight shipments, Hazardous Materials (HAZMAT) shipments, classified shipments, sensitive shipments or any factor that would require Release Unit (RU) procedures for a DOD shipment. If Offer Release Option Code Z applies to a shipment, but it is a small parcel, it may be released without an NOA.

e. Fund citations and Transportation Account Codes furnish the source of funds for USG-provided transportation. However, funding for movement, especially inland CONUS movement, is not always easy to determine. The following will be considered by a shipping activity before release of a SAP requirement:

- (1) CCBL procedures normally apply to DTC 4 and E shipments of non-DWCF materiel. Unless MAPAD Special Instructions or NOA responses direct use of specific carriers, a

shipping activity may select the carrier to be used. However, if the MAPAD contains a TAC 7 address for a MAPAC, the carrier selected must accept third-party billing rather than cash on delivery from the consignee. The shipper must insert a “no recourse” clause into the BL whether collect or third-party billing procedures are followed. DTC 4 or E shipments are only made to Customer Country facilities in CONUS, to FMS Freight Forwarder facilities in CONUS, or to locations in Canada. Even if a MILSTRIP release document contains a DTC 4 in rp 34, the shipment must be processed as a DTC 5 prepaid shipment if DWCF materiel is being shipped.

- (2) Prepaid Inland CONUS Transportation. Except for DTC 4 and DTC E, all inland CONUS FMS shipments involve pre-paid inland CONUS transportation. Before release of materiel, shipping activities must determine if this transportation will be funded with DWCF money or FMS Trust Fund Transportation Cost Clearing Account money. Supply depots can normally identify DWCF and non-DWCF materiel. However, Contract Administration offices that process direct vendor shipments must examine fund citations in contracts to determine which fund applies. Fund citations for DWCF items usually commence with 97x4930. Procurements for non-DWCF FMS shipments will commence with 9711x8242. Also, certain types of materiel, such as Excess Defense Articles, may involve a fund citation that relates directly to a line in an FMS Case. The materiel manager will furnish these to the shipping activity. However, if any doubt exists, the shipper will contact the materiel manager for assistance. Once the fund source is determined, the BL for DWCF materiel will cite the DWCF. Non-DWCF materiel BLs will cite the FMS Trust Fund Transportation Cost Clearing Account or other account as applicable. See Appendix V, Attachment 7, for instructions regarding construction of fund citations.
- (3) Pre-Pay and Add. If a DTC 4 non-DWCF shipment consists of a SU that can be moved by a small parcel carrier, it will be shipped to a CONUS located FMS Freight Forwarder, Customer Country facility, or into Canada as a pre-paid small parcel shipment. Depending on local policies, the shipper or the materiel manager funds will be used for these shipments. However, the shipment and its cost must be reported to the materiel manager so that the funds may be recouped from Customer Country accounts held at DFAS-DE.
- (4) Transportation Account Codes. Transportation Account Codes are four-position abbreviated fund citations used by DOD Transportation Agencies to bill for their services, usually port handling and overocean movement. A complete discussion of SAP Transportation Account Codes is contained in Appendix V of this regulation. However, a few basic factors will be kept in mind when constructing and using Transportation Account Codes for SA shipments:
 - (a) FMS. The first position of a FMS Transportation Account Code identifies the IA or Sponsoring US Service that administers an FMS sale. For a shipping activity, it is identified as the first position of the document number found in a MILSTRIP release document or the first position of the TCN created from one of these documents. For example, B identifies the US Army, D the US Air Force (USAF), and P the US Navy. The remaining three positions of an FMS Transportation Account Code consist of the FMS case designator for the release. This case designator can be found in rp 48-50 of the MILSTRIP release document.

- (b) Grant Aid. The first position of a Grant Aid Transportation Account Code is identical to the first position of an FMS Transportation Account Code. It is obtained from the same position in a MILSTRIP document or TCN. The second and third positions are the recipient country's Country Code. This Code is made up of the second and third positions of a MILSTRIP document number or a TCN constructed from one of these document numbers. The fourth position is the Type Assistance Code. It is obtained from the fourth position of the MILSTRIP document number/TCN.
- (c) SAAMs. Unlike other DOD/USG-sponsored transportation of FMS requirements, SAAMs and other premium transportation, are not funded from the FMS Trust Fund Transportation Cost Clearing Account or a DWCF. The DTC for cargo lifted in a SAAM will still be a 9 or a 7 because the movement is under DOD control. However, the funds for a SAAM are part of a case line in an LOA, and a Customer Country reimburses the DOD/USG for the exact cost of the SAAM. The materiel manager or other command that sets up the SAAM with the AMC normally holds their funds and pays the AMC when the total cost of the SAAM has been computed. Because of this special procedure, no Transportation Account Codes are assigned to SAAMs.
- f. IA/Sponsoring US Military Service. The US Army, US Air Force, US Navy, US Marine Corps, Defense Reutilization and Marketing Service (DRMS) and other DOD agencies all process or administer FMS Cases LOAs or Grant Aid Programs. When one of these agencies is responsible for an LOA or Grant Aid Program, it is referred to as an IA or Sponsoring US Military Service. Any question regarding a specific LOA or Grant Aid Program will be referred to its IA. Each IA is identified by the first position of a shipment TCN or the MILSTRIP document number. Air clearances, for example, are the responsibility of an IA. The major IAs and their codes are listed in, Table E-1, along with the SAP Points of Contact (POC) that can be contacted for assistance regarding shipments sponsored by the IAs. Two important factors regarding IAs involve air clearances and proper construction of SAP Transportation Account Codes. If an FMS or Grant Aid shipment is eligible for AMC Channel airlift, i.e., its Issue Priority Designator is 01-08 (Transportation Priority 1), it must be challenged with a Service Air Clearance Authority (ACA) prior to release. The correct ACA is determined by the IA Code. The correct Transportation Account Code is also indicated by the IA Code. Sometimes there is confusion on this point because MILSTRIP release documents and MAPACs also contain a Service code for the Customer or Recipient Country. Since any one Customer Country's Military Service can purchase from any one of the US Services, e.g., the Jordanian Air Force (Service Code D) often purchases helicopters and helicopter parts from the US Army (Service Code B), it is important that shippers and DOD Transportation Agencies realize that Air Clearances and Transportation Account Codes make reference to the supplying IA, not the purchaser's procuring Military Service.
- g. MAPACs versus Department of Defense Activity Address Codes (DODAACs). Proper construction and use of MAPACs are discussed in Paragraph G below. The methods used to construct a MAPAC are detailed in Figure E-4 through E-7. MAPACs are FMS and Grant Aid-related. DODAACs are DOD/USG-related. For compatibility with DOD Military Standard systems, MAPACs consist of six positions. Unlike DODAACs, they are not the first six positions of a TCN or MILSTRIP document number. They are also not found in a complete format in the Supplementary Address (SUPPAD) field (rp 45-50) of a MILSTRIP document. MAPACs for FMS requirements are developed from data found in both the document number and SUPPAD fields of a MILSTRIP release document. MAPACs for

Grant Aid requirements are developed from data found only in the document number field. The only time that DODAACs will appear in SAP documentation are (1) as a DODAAC that identifies the DOD shipper, (2) in SDR return instructions when they identify a DOD activity as a final destination for discrepant materiel, and (3) to identify a maintenance activity assigned to perform maintenance on FMS Repair and Return or Return and Replace shipments.

- h. TCNs. A TCN for a SAP shipment is constructed from MILSTRIP requisition/Material Release Order (MRO) document numbers in the same way as TCNs are done for DOD shipments (See Appendix L). The document number appears in DD Form 1348-1A or in DD Form 250. Other forms may be used at times for release of materiel, but they are not recommended. Local TCNs may not be used for SAP shipments. If the available document numbers are not sufficient to produce a unique TCN for each SU, assistance will be requested from the materiel manager for MRO suffixing or for additional requisitions.
- i. Exception Materiel. "Exception Materiel" is a generic name that refers to materiel that may require movement via the DTS or be authorized for movement via the DTS even though the Customer Country has the services of a freight forwarder. This materiel includes sensitive materiel (AA&E), classified items, certain extremely dangerous chemicals or HAZMAT, and air cargo that exceed normal commercial capacity. Freight forwarders can process some types of exception materiel, but all of it receives special consideration for possible or mandatory use of the DTS. Exception materiel items include air cargo that will not fit on a commercial aircraft due to the item size and may be moved in the DTS.

G. MAPAD

1. MAPACs are the SAP equivalent to DODAACs. Just as DODAACs are used to address DOD cargo and documentation, MAPACs are used to address SAP cargo and documentation. MAPACs are also used to address requisition and shipment status for the SAP. Using the data found in a MILSTRIP requisition/release document, MAPACs are constructed IAW Figure E-4 through E-7. After determining a MAPAC, a shipping activity obtains the necessary addressing and shipping information from the MAPAD.
2. The MAPAD is a sole source directory that contains a listing for every country or international organization currently in the SAP. It lists Country Representatives for each Country or Organization. Freight forwarders are listed if they apply. It furnishes ship to, mark for, and documentation and status addresses. Materiel managers, DOD transportation agencies and SAP Agencies release and route FMS and Grant Aid cargo to these addresses. They also use them for distribution of related documentation. The MAPAD is divided into three sections. Policies and procedures for using the MAPAD are published in Section A. Section B lists FMS addresses, and Section C lists Grant Aid addresses. Countries and Organizations are listed alphabetically by Country Code in Sections B and C. Hard copies of the MAPAD have been discontinued. All MAPACs and addresses are now found in the following DOD Web site:
<https://day2k1.daas.dla.mil/dodaac/mapac.asp>.
3. Every participating Country has a listing of addresses, Country Representatives and Special Instructions in Section B and/or Section C. Address entries are sorted by MAPACs and by TACs. One MAPAC applies to each SAP release (requisition/MRO as identified by a single MILSTRIP document number). Every MAPAC listed in the MAPAD also has a series of TACs assigned to it. The TACs, combined with the MAPAC involved, furnish addresses needed to route materiel, documentation or status concerning a shipment to the proper addresses. Besides

MAPAC and TAC, each listing also shows the following: TAC Sequence Code (TSC), Address File Indicator (AFI), Special Instruction Indicator (SII), Seaport of Debarkation (SPOD), Aerial Port of Debarkation (APOD), Freight Forwarder Location Code (FFLC), Change Number (Chgno), Effective Date (Effdate), Deletion Date (Deldate) and a block for a clear text address. The TSC, AFI, FFLC, Chgno, Effdate and Deldate apply to MAPAD maintenance. MAPACs, TACs, SIIs, SPODs, APODs and clear text addresses furnish the information needed to correctly route cargo, documentation and status. MAPAD data entries are described below:

- a. A TAC defines when to use each of the several addresses listed with a MAPAC. Their complete definitions and when and how to use them are described in Section A of the MAPAD. The following summarizes this information:

<u>TAC</u>	<u>Explanation</u>
1	Unclassified materiel moving by small parcel carrier. Same for FMS and Grant Aid.
A	Materiel classified SECRET or CONFIDENTIAL moving by small parcel carrier.
C	Materiel classified CONFIDENTIAL only, moving by small parcel carrier.
2	Unclassified materiel moving by surface or air freight carrier. Same for FMS and Grant Aid.
B	Materiel classified SECRET or CONFIDENTIAL moving by surface or air freight carrier.
D	Materiel classified CONFIDENTIAL only moving by surface or air freight carrier.
3	FMS—For sending the NOA for UNCLASSIFIED shipments. Grant Aid—For sending supply and shipment status and for forwarding of release documents and ocean or air documents.
4	For sending supply and shipment status and for forwarding of release documents and ocean or air documents.
5	For sending copies of the FMS release documents on TAC 1 shipments. Not entered in MAPAD if identical to TAC 1 address.
6	For sending copies of the FMS release documents on TAC 2 shipments. Not entered in MAPAD if identical to TAC 2 address.
7	Identifies address to receive billing from carrier if other than from ship-to addressee upon delivery of materiel (also called third party billing). Used only for shipments that qualify for collect delivery. “No recourse” clause in carrier’s BL must be executed the same as with a commercial collect shipment.
9	Identifies deleted MAPAC and cross-references to MAPAC to be used in its place.
M	Used to identify a clear text “mark for” address for FMS and Grant Aid type freight shipments. Also identifies ultimate consignee on shipping papers and BL.

- b. FFLC. Assigned if more than one freight forwarder location is listed under the same MAPAC. 1 = East Coast, 2 = West Coast, 3 = Gulf Coast and 0 = only one location. This code applies only to MAPAD maintenance. If multiple freight forwarder locations are involved for a shipment, SII A will apply. The shipper will ship to the address closest to it.

- c. TSC. Assigned only if multiple freight forwarder locations are involved for a MAPAC. This code applies only to MAPAD maintenance.
- d. SII. Provides additional information necessary to document or ship materiel. Complete explanations are detailed in the MAPAD. Special Instructions do not apply to a MAPAC/TAC listing unless a code is actually entered in the SII block. Only two SII codes can affect release of an SA shipment--A and S. A appears only when more than one freight forwarder location is listed for one MAPAC. A tells the shipping activity to release materiel or an NOA to the freight forwarder located closest to the shipping activity. S appears when clear text instructions apply to release of materiel or documentation. If an S appears in a MAPAD listing, the Special Instructions must be reviewed before releasing cargo. Special Instructions are found by clicking on the following entry found immediately above the MAPAC listing: "Click here for Country Reps and/or Special Instructions for" The instructions are listed by MAPAC and TAC and are self-explanatory.
- e. SPOD and APOD. These entries, when they appear, are three-digit sea or aerial port codes taken from the appendices of Part II of the DTR or from the Table Management Distribution System at <https://TMDS03.scott.af.mil/>. They only apply to TAC 2 addresses, and they are used when SA cargo is lifted to recipient or customer countries via DOD-owned DTS (SDDC-booked ocean lift or AMC channel airlift). These codes will only be used for DTC 6, 9, 7, A, D, F, G, and 7 shipments. SPOD/APOD codes will not appear if Special Instructions indicate shipment to commercial ports by commercial airlift. When used, these codes are the TAC 2 ship to address. A shipping activity will follow air or sea booking and clearance procedures to ship materiel to the POD. In-country US Military Representatives (MILREPs) and the Mark for (TAC M) addressee are responsible for movement of the materiel from the POD to its final destination. If a DOD transportation agency determines that an alternate POD is required, it will contact the sponsoring IA/Service SAP Agency before routing cargo.
- f. AFI. Always F or G. This code identifies a MAPAD change as either FMS or Grant Aid. This code applies only to MAPAD maintenance.
- g. Chngno. Sequential identification number assigned to latest change that occurred to MAPAC. First position is year of change. This code applies only to MAPAD maintenance.
- h. Effdate. Date latest change to MAPAC occurred. This code applies only to MAPAD maintenance.
- i. Deldate. Associated only with TAC 9, delete, address. Occurs five years after Change Date implementing deletion. On Deldate, MAPAC is dropped from MAPAD.

H. ADVANCE NOTICES AND OCEAN DOCUMENTATION

1. In most cases, advance notices must be transmitted for all SAP shipments. Likewise, shippers must send NOAs before releasing FMS shipments to CONUS freight forwarders unless specified below. DTS shipments of protected cargo, such as ammunition, require Reports of Shipment (REPSHIPS). Ocean cargo documentation is required for SAP cargo lifted by DTS ocean transportation. This documentation must be delivered to US MILREPs in recipient countries before ship arrivals. SDDC or SDDC-contracted ports transmit this documentation to preclude Customs and offload problems at destination ports.

2. NOAs. NOA rules are published in MILSTRIP (DOD 4000.25-1-M, Chapter 6) and in the MAPAD. They are sometimes required for DTC 4, 5, or E shipments unless specified below. They are always required for DTC 8, B, or C shipments. They are never required for DTC 2, 7, 9, A, D, G, or J shipments. Shippers transmit NOAs for release of unclassified materiel to MAPAD TAC 3 addresses. They transmit NOAs for classified materiel to a Country Representative listed in the MAPAD. An NOA consists of a DD Form 1348-5, Notice of Availability/Shipment, Figure E-2, and one or more DD Forms 1348-1A or 250. The 1348-5 is not sufficient by itself. The 1348-5 addresses an entire SU and makes reference to the TCN. The other forms address the individual MROs contained in the SU. These forms must contain the MILSTRIP document numbers, materiel detail such as National Stock Number, price, and FMS Case information. NOAs are required under the following conditions:

- a. If rp 46 in the MILSTRIP release document contains an Offer/Release Option Code of Y or Z, do the following:

**If rp 46
entry is**

And no response is received within 15 days, shipper will:

- Y Automatically release the shipment as indicated in the MAPAD.

NOTE: Process as Offer/Release Option Code Z release if materiel fits description in Paragraph b below.

- Z Hold the shipment and transmit a second NOA (annotating it as a second notice) to same address as first NOA. If a response is still not received in 15 more days, send third NOA to same address. Now, however, contact sponsoring Service SAP Agency for assistance.

NOTE: 15-day time standards do not apply to DTC 8 sensitive or classified shipments.

- b. If the Offer/Release Option Code is A (Automatic Release), follow Z procedures if materiel is overweight (10,000 pounds or more), outsize (any dimension exceeding 6 feet), hazardous, sensitive, pilferable, or classified or has any other transportation characteristic requiring special preparation by a receiver.
- c. If the Offer/Release Option Code is Y or Z, but a shipment qualifies as a small parcel, automatic release procedures will be followed.
- d. NOA procedures do not apply to SAP shipments that move from a DOD/USG shipping activity to a DOD/USG storage or maintenance activity, a DOD/USG contractor, or a DOD POE for onward movement under DOD control.
- e. NOAs for classified materiel must be sent to the Country Representative listed in the MAPAD, not to TAC 3 addresses. The Country Representative must also respond to a NOA for classified items. It cannot be passed to a freight forwarder for response. The ship-to address indicated in the NOA response must match a location identified as TAC A, B, C, or D and provide a POC at that location, including phone number, who will receipt for the cargo.
- f. NOAs for DTC 8, B, and C shipments will be processed as indicated in Paragraph L below.

- g. NOAs must be transmitted for non-DTS shipments originating overseas. If a special address is not provided in the Customer Country's Special Instructions in the MAPAD, send NOA to either the TAC 3 Address or Country Representative listed. Materiel cannot be released until a reply is received. Only procured materiel will be released from overseas (offshore procurement). Item managers will not place FMS requirements on overseas depots.
- 3. REPSHIPS. See Chapter 205, Paragraph L for REPSHIP requirements. If REPSHIP procedures apply to a DTC 7, 9, G, or J or Grant Aid shipment, the shipping activity must send a copy of the REPSHIP to the US MILREP, e.g., SA Officer in the destination Country. Contact the respective IA SAP Agency POC indicated in Table E-1 to obtain a plain language message or Electronic Mail (e-mail) addresses for the MILREP--if the TAC 4 (FMS) or TAC 3 (Grant Aid) address furnished in the MAPAD is insufficient. The USMILREP will use the REPSHIP to coordinate pickup or onward movement of the shipment with POD personnel. For Air Force FMS munitions shipments, send a copy of the REPSHIP to the Air Force FMS Munitions POC listed in Table E-1.
 - 4. Ocean and Air Documentation. USMILREPs assigned to Customer/Recipient Countries must monitor and coordinate transfer of DTS-routed SAP shipments from DOD/USG to Customer Country control at PODs. Advance notice of incoming shipments plus copies of release documents, manifests, REPSHIPS, Cargo Traffic Messages and BL are needed to carry out these functions. Timely notice and accurate documentation are absolutely necessary for preventing release and Customs problems at PODs.
 - a. Release Documents. Copies of DD Form 1348-1A or DD Form 250 must be firmly attached to every SU released to a Freight Forwarder, FMS Customer Country, or Grant Aid recipient. These documents are mandatory for Customs. Although packaging regulations require that copies of these documents be placed inside shipments as well as outside, the ones on the outside are the only ones that freight forwarder or port personnel are authorized to open. Shippers will ensure that the outside copies are properly attached to SUs and that backup copies are available to replace any lost in transit.
 - b. Air. Advance documentation, especially air manifests, is not available for AMC-lifted cargo. Manifests normally travel with cargo, and these will be available for USMILREPs located in destination countries. USMILREPs have access to requisition status; they will make use of this to keep informed of in transit cargo.
 - c. Ocean. Following time standards found elsewhere in this regulation, certain notices and documentation will be forwarded to USMILREPs located in destination countries upon the departure of the cargo from CONUS ports. The SDDC Operations Center, port operations contractor designated by SDDC, and the ocean carrier contracted by SDDC for lift are responsible for sending these documents in a timely manner. These notices/documents are as follows:
 - (1) Cargo Traffic Messages. These advise USMILREPs that materiel is en route to the country where USMILREP is assigned. Besides weight and cube, it advises, if possible, of any ship changes en route and of any hazardous or sensitive cargo destined for the SPOD in the destination country.
 - (2) Ocean Manifests. Most Customer/Recipient countries do not have access to the Worldwide Port System. Therefore hard copy ocean manifests must be forwarded to

USMILREPs located in these countries. These manifests need to be in the hands of USMILREPs in advance of ship arrivals.

- (3) GBLs. If used, copies must be forwarded to USMILREP in Customer/Recipient countries.
- (4) Ocean BL (OBL). Originals of these documents are the most important document of all for USMILREPs located in a recipient country. Foreign Customs officials will normally accept nothing else for releasing cargo from a SPOD. Original OBLs will be forwarded by expedited delivery service.
- (5) The correct address for these USMILREPs is usually identified by a TAC 4 address in the MAPAD. Plain language message or e-mail addresses for these USMILREPs can be obtained from the respective IA SA Agency POC indicated in Table E-1.

I. SPECIAL CONSIDERATIONS

Shippers and other transportation activities or agencies must comply with special considerations when processing SAP shipments. Some of these special considerations are as follow:

1. Labeling. SAP shipments are labeled as outlined in MIL-STD-129. Unique labels, color codes, or other special markings are not authorized. When such requests are received from a Customer Country, they must be advised that such services must be obtained from their freight forwarder.
2. Mandatory Use of US Carriers. FMS materiel sold under non-repayable credit or funded with Grant Aid funds must be transported under certain rules. Overseas ocean lift must be made in US Flag carriers unless waivers are obtained from the US Maritime Administration. First priority must be given to US Flag commercial air carriers for airlifted cargo. FMS shipments that must follow these rules are identified with the following TACs in rp 35 of MILSTRIP requisitions/MROs or sixth position of TCNs: M - Grant Aid/MAP merger, N - Non-repayable credit, Z - DOD direct or guaranteed credit. All Grant Aid shipments must follow these rules.
3. DOD/USG Freight Rates. Special reduced rates for USG shipments also apply to FMS shipments. BLs for FMS shipments are annotated, "This is an FMS shipment, commercial rates do not apply." This policy includes reduced rates under the SDDC Universal Service Contract.
4. Suspensions. Shipments may be held or suspended as outlined in DOD 5105.38-M, Security Assistance Management Manual, and in individual Service directives.
5. When CCBs are used, shipping activities must ensure that the NO RECOURSE CLAUSE (Section 7) is executed in the bills. This includes third-party bills when TAC 7 addresses apply.
6. Irresolvable Problems. FMS shipment problems that cannot be resolved by the shipper and/or freight forwarder will be referred to the IA/Sponsoring Service SAP Agency. POCs at these agencies are listed in Table E-4.
7. HAZMAT Certifications. FMS HAZMAT shipments must be certified by shipping activities according to international requirements for overseas movement. This also applies for shipments to CONUS freight forwarders. DOD policy states that all HAZMAT certifications may be done only on a Shippers Declaration for Dangerous Goods or a Multimodal Dangerous Goods Form is an option, but it is not mandatory. NOA addressees cannot demand this form. NOAs for

HAZMAT will request that the addressee clearly state whether the cargo will be exported by air or by surface so the proper certificate can be prepared.

8. Shipments of Hazardous Class 1.4 to freight forwarders. For Air Force sponsored shipments, when a freight forwarder requests to receive Class 1.4 items, OO-ALC/WMR (See Table E-1) will direct the shipment to the freight forwarder, send a copy of the Competent Authority Approval (CAA) letter to the freight forwarder, and ensure the transportation billing is adjusted to reflect the change in delivery.

J. EXPORT ROUTING

The export routing procedures outlined in Chapters 202 and 203 apply to FMS shipments when ocean transportation is to be furnished by the DOD, or when the DOD is responsible for loading and stowing cargo aboard a vessel. This applies whether the use of DOD-furnished transportation or services is dictated by the terms of the sale or the nature of the commodity. This includes classified material (when the purchasing government's freight forwarder or agent is not cleared to handle classified material), sensitive, controlled, or certain HAZMAT. The shipping activity will notify the materiel management activity or shipper service International Logistics Control Office when FMS shipments are routed IAW DOD export routing procedures.

K. USE OF DOD-CONTROLLED PORTS FOR FMS

1. Most FMS-purchased materiel is exported directly by Customer Countries or their freight forwarders, e.g., DTC 4 or 5. When authorized in an FMS Case, some FMS materiel is exported via the DTS, e.g., DTC 9 or 7. Also, sensitive conventional AA&E, if it does not go DTS, must be routed through a DOD-controlled port (DTCs 8, B, or C). Possession of this cargo passes to the Customer Country only after DOD personnel load it into a Customer's ship or aircraft at the POE. A designated ship's officer or aircraft commander must sign a receipt for the cargo. The ship or aircraft can be either military or military-chartered. Sensitive AA&E materiel can go DTC 4 or 5 to the German Armed Forces facility in Dulles, Virginia, and to locations in Canada. Otherwise, this materiel must be released at no less than DTC 8. The following factors also apply to sensitive conventional AA&E:
 - a. Security Risk Category 1 materiel, e.g., Stinger Missiles, must be shipped as DTC 9 or DTC 7. However, a Customer Country may obtain a waiver to this requirement from DOD Physical Security officials by applying through the IA and Defense Security Cooperation Agency.
 - b. FMS shipments of Security Risk Category 2, 3, and 4 sensitive conventional AA&E requires, as a minimum, DTC 8 processing. Non-Sensitive (as determined by DOD Materiel Managers) AA&E items may be transported to freight forwarders or to non-DOD commercial ports. These items include DOT Hazard Class/Division 1.3 or 1.4 items or firearms parts that cannot be assembled into a working weapon, e.g., trigger guards. However, NOA procedures must be followed because they are hazardous or pilferable. HAZMAT items must be certified for international movement IAW IMO Dangerous Goods Code or IATA/International Civil Aviation Organization requirements. For Air Force sponsored shipments going to freight forwarders, OO-ALC/WMR (See Table E-1) will direct the shipment to the freight forwarder, send the CAA letter to the shipper, and ensure the transportation billing is adjusted.

2. Identifying sensitive AA&E. These items are defined and controlled by Department of Defense Manual 5100.76-M, Physical Security of Sensitive Conventional Arms, Ammunition, and Explosives, and identified by a sensitive materiel Controlled Inventory Item Code (CIIC). CIIC 1 = Cat 1, CIIC 2 = Cat 2, CIIC 3 = Cat 3 and CIIC 4 = Cat 4. Federal Catalog products contain these CIICs. The data can be incorrect; so a materiel manager may override the CIIC. The materiel manager will be contacted if there is any doubt.
3. Procedures for routing FMS cargo through a DOD-controlled port - (DTC) 8.
 - a. Procedures for Customer Countries are found in Paragraph R below.
 - b. Shipping activities will do the following when releasing sensitive conventional AA&E as DTC 8 shipments:
 - (1) When materiel is available for release, the shipping activity will do the following:
 - (a) Send a NOA to NOA address indicated in MAPAD for Customer Country. TAC 3 addresses apply to unclassified sensitive conventional AA&E. If the materiel is also classified, the NOA must be sent to Country Representative listed in MAPAD as "Country Representative." See NOA procedures in Chapter 6 of DOD 4000.25-1-M, DOD MILSTRIP. An NOA covers an entire SU, not the individual MROs contained in the SU. Use the SU TCN for the NOA Notice Number. Attach copies of materiel release documents (DD For 1348-1A or DD Form 250) to NOA cover document (DD Form 1348-5) for all items contained in the SU. NOA addressee needs these to plan load and prepare export documentation. NOA will advise addressee that, unless materiel will be picked up at a DOD aerial port (pilot pickup), pickup at a DOD seaport must be coordinated between the Customer Country or its designated freight forwarder and the SDDC Operations Center at Fort Eustis, VA.
 - (b) Send the ETRR to the SDDC Operations Center. Release shipment to SPOD only as directed by ETR received from the SDDC Operations Center, not as directed by an NOA response, if received.

NOTE: ETRRs for ammunition or explosives managed by DOD's Single Manager for Ammunition will be forwarded to the SDDC Operations Center by the JMC TO. When a shipping activity sends an NOA for this materiel, it must also send shipment data to the JMC TO, and it will use the data for its ETRR submissions. The Routing Identifier Code that identifies JMC-managed explosives and ammunition is B14.
 - (c) If Customer Country plans export of shipment by aircraft from a DOD-controlled aerial port (pilot pickup), skip step (b) above. The Customer Country schedules pickup date and aerial port with Headquarters US Air Force. The NOA response will direct the shipment to a designated aerial port to meet the aircraft on the arranged date. Shipping activity will confirm the aerial port and date with the TO at the designated aerial port before releasing the materiel.

NOTE: If an ETRR is in process when determination is made to do pilot pickup, shipping activity/JMC will immediately cancel the ETR and follow pilot pickup procedures.

For Air Force sponsored shipments, NOA responses will be sent to OO-ALC/WMR (See Table E-1). WMR will work with the shippers and the aerial port to arrange shipments to the port for pickup.

L. CLASSIFIED SHIPMENTS

1. The primary method of transferring classified (SECRET or CONFIDENTIAL) materiel to an FMS Customer Country is via the DTS from point of origin to a controlled POD in the Customer Country. If a Country proposes to take possession of classified materiel within CONUS, this must be identified in the LOA, and the Customer Country or its Designated Country Representative (not its freight forwarder) must submit a Transportation Plan to the IA processing the FMS case. The IA must have US Service (component) Security Specialists review the plan. If they approve the plan, a copy must be filed with each official copy of the LOA. If a Customer Country's freight forwarder has been approved to receive and handle classified materiel by the Defense Security Service, classified cargo (if it is not also sensitive AA&E) may be routed to that freight forwarder. Otherwise DTC 8 procedures must be followed. The following procedures apply to the release of classified items to CONUS destinations:
 - a. Send a NOA to the Country Representative indicated in the MAPAD for the country involved. NOAs for Classified materiel will not be sent to the TAC 3 (NOA) address.
 - b. Do not release materiel until a response to the NOA has been received from the Country Representative (not from a freight forwarder- - even if the freight forwarder is cleared to receive the materiel itself). The NOA response will contain the following information:
 - (1) A properly cleared "ship-to" location. This location is identified in the MAPAD as a TAC A, B, C, or D address. Do not release SECRET materiel to a TAC C or D address. Do not release freight to a TAC A or C address because these can only receive small parcel classified shipments.
 - (2) Name of the person who will sign for the cargo upon arrival. A phone number must also be given in the response.
 - (3) If the NOA response specifies a carrier, the shipper will try to comply as long as the carrier can provide the necessary transportation protective service. Also, selecting this carrier must not conflict with any other rules or regulations. For example, Customer Countries cannot select carriers for prepaid shipments, e.g., DTC 5 or DWCF shipments.
2. If assistance is needed regarding release of classified materiel, contact the SA Agency POC indicated in Table E-1.
3. Transportation plan enforcement is done by US Customs Officials in coordination with DOD Security Officials when a Customer Country or its freight forwarder actually exports classified materiel from CONUS. The Country Representative or freight forwarder must have a valid LOA, including Transportation Plan, plus a Department of State Permit (DSP)-85, Application/License for Permanent/Temporary Export or Temporary Import of Classified Defense Articles and Related Classified Technical Data, Figure E-3, available for U.S. Customs officials when classified materiel is being processed for export. Any deficiency in this documentation will keep it from being exported. Shipping activities are not responsible for determining if a freight forwarder's export documentation is complete and correct. They must, however, ensure that NOAs are processed only through properly identified Country Representatives and that shipments

of classified materiel are released only to properly identified freight forwarders or to DOD-controlled POEs. Country Representatives are identified as “Country Representatives” in paragraph 1 of each Country’s listing in the MAPAD. Cleared freight forwarders are identified by TAC A or B (SECRET and CONFIDENTIAL materiel) or TAC C or D (CONFIDENTIAL only materiel) addresses in the MAPAD.

M. COMMINGLING

Do not commingle FMS material on the same BL with DOD material.

N. CCBL NO RECOURSE CLAUSE

1. If a CCBL is used, the TO (Depot or Defense Contract Management Agency (DCMA)) or a contractor/vendor representative designated by the DCMA will sign the “no recourse” clause that appears on the face of the CCBL. This clause states - Subject to Section 7 of the contract terms and conditions, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement:

“The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.”

2. If the TO or the DCMA designated contractor representative does not sign this statement, the USG can be held liable for freight charges when the carrier cannot collect from a consignee. However, if this happens, the USG will recoup the expenditure from the Customer Country.

O. DTCs OUTBOUND ONLY

1. These DTCs define DOD/USG responsibility for custody and transportation of FMS purchases from DOD/USG supply sources (from stock or DOD procurement). FMS shipments can originate from CONUS or from overseas sources (including procurements but excluding shipments from overseas depots). Title/ownership almost always passes from the USG to the foreign customer at origin, even if the materiel comes from a commercial vendor. DTCs describe physical custody or responsibility. They do not necessarily identify the funding used for DOD-furnished or procured transportation. When the USG provides transportation, it is performed as a reimbursable service. Funding may be from the FMS Trust Fund Transportation Cost Clearing Account, from DWCFs if inland CONUS transportation is part of the materiel purchase price, or from some form of direct funding used for very high-cost transportation, such as SAAMs. Paragraph 2 below gives a brief summary of FMS DTCs.

NOTE: Zero (0) is not a DTC. It is assigned to Grant Aid type MILSTRIP documents to fill the DTC position. DOD responsibility for Grant Aid shipments is equivalent to DTC 9. Paragraph O.3 gives a detailed explanation of the uses of the DTCs.

2. Summary of DOD responsibility.

DTC DOD Delivers

- 2 From CONUS point of origin to a DOD facility or contractor within CONUS or from an overseas point of origin to an overseas DOD facility or contractor in the same geographic area.

DTC **DOD Delivers**

- 3 At the CONUS or overseas POE alongside the ship or aircraft.
 - 4 At the point of origin. Usually forwarded to FMS Program freight forwarder on a CCBL. For overseas-sourced materiel, see Paragraph H.2.g regarding NOAs for shipments originating from overseas locations.
 - 5 To CONUS-located FMS Program freight forwarder, Customer Country facility or to a commercial port (the commercial port option would be directed by an NOA response), on inland carrier's equipment. Also to overseas-located FMS Program freight forwarder, Customer Country facility or to commercial port as directed by NOA response, on inland carrier's equipment.
 - 6 To the overseas POD on board the ship or aircraft.
 - 7 To an overseas inland destination on board inland carriers equipment.
 - 8 To CONUS DOD-controlled POE on board Customer Country's ship or aircraft. Also to overseas DOD-controlled POE on board Customer Country's ship or aircraft for overseas-sourced materiel.
 - 9 To the overseas POD alongside ship; includes offloading.
3. Detailed explanation of DOD responsibility for CONUS originated FMS shipments. The zero (0) is not a DTC. It is used as filler for any Grant Aid procedure shipment, e.g., PD Drawdown shipments. Materiel management commands will not use this as a substitute for a DTC, such as DTC 9, to avoid complex billing procedures for shipments lifted with special transportation (SAAMs for example). DOD policy is to handle Grant Aid type shipments as DTC 9.

DTC **Explanation**

- 2 DOD/USG delivers to a CONUS inland point (or overseas inland point when a shipment's origin and destination are within the same geographic area). The destination of a DTC 2 shipment will be a DOD facility or DOD contractor. These shipments go to DOD facilities where customer countries may conduct training, perform tests on equipment, or consolidate materiel for subsequent movement as a total package. They can also go to a DOD contractor's facility for equipment testing or rework for a Customer Country. DOD/USG or contractor personnel offload the FMS materiel from the carrier's equipment and route it to or hold it for the purchaser. Offloading and on-facility handling, as with inbound transportation, are reimbursable functions. Funding of onward movement from the facility, if any, is separate from the inbound movement. Normally, a DTC 2 MILSTRIP requisition/MRO will contain "XX" in rp 46 and rp 47, which directs shipment to rp 33 (customer within country code). Shipment will be strictly DTS (i.e., standard inland CONUS DOD procedures will be followed with no requirements for NOAs or other procedures that apply to shipments to FMS Program freight forwarders).

NOTE: Sometimes requisitions will be issued with an Offer Release Option Code and Freight Forwarder Code in rp 46 and rp 47. In these instances, the freight forwarder address will indicate a DOD facility and shipment will still be made following DOD inland CONUS procedures.

DTC **Explanation**

- 3 Delivery to a point alongside vessel or aircraft at the POE (free alongside POE). The DOD is responsible for transportation to a point within reach of the ship's tackle or alongside the vessel or aircraft. The customer is responsible for loading aboard the vessel or aircraft and subsequent onward movement. Expenses to the DOD for accessorial costs are reimbursable. This code has limited use.
- 4 Delivery at origin. Technically, this means that the materiel is made available to the Customer Country at the point of origin (usually a depot's or vendor's loading dock or a reutilization facility) and that the customer is responsible for taking custody as well as title at that point. In practice, however, a shipper normally implements this policy by shipping the materiel to a FMS program freight forwarder via a CCBL. Completion of the NO RECOURSE CLAUSE in the CCBL by the shipping activity emphasizes the technical point that the customer is responsible for all transportation and related costs from point of origin onward (if a TAC 7 address is listed for the involved MAPAC, a CBL will be issued and "billed to" that address--the No Recourse Clause will still be executed on the CBL). If an individual shipment can be shipped as a small parcel, it will be treated as DTC 5 and shipped prepaid using a small parcel carrier to the TAC 1 address listed. The shipping activity must notify the materiel manager involved so billings to the Customer Country can be adjusted. If a shipper receives a DTC 4 MRO or contract for DWCF materiel, it will be treated as DTC 5 and shipped using the DWCF transportation fund citation. For offshore-sourced materiel, delivery at origin still applies. However, shipping activities (including contract administrators for materiel procured from overseas vendors) must follow the NOA procedures described in Paragraph H.2.g. prior to release of materiel.
- 5 Delivery to a CONUS-located freight forwarder, Customer Country facility, or commercial port (shipment to commercial port would be indicated in an NOA response). The DOD/USG is responsible for movement of materiel to one of these destinations. The customer is responsible for unloading the materiel from the inland carrier's equipment upon delivery at the inland destination and for all subsequent onward movement. Since BLs or other prepaid transportation is used to move materiel to these places, the shipping activity is responsible for tracing actions with the carrier and for initiating claims against a carrier on behalf of a Customer Country whenever any loss, damage, or total non-delivery occurs. Shipping activities must be careful to identify materiel as DWCF or non-DWCF to ensure that the correct fund citation is used for inland CONUS transportation. DWCF materiel moves under the DWCF transportation fund citation; non-DWCF materiel moves under the FMS Trust Fund Transportation Cost Clearing Account citation. For offshore-source materiel, all the above procedures for inland CONUS movement apply. However, in addition, shipping activities (i.e., contract administrators for materiel procured from overseas vendors) must follow the NOA procedures described in Paragraph H.2.g. prior to release of materiel.

DTC **Explanation**

- 6 DOD delivers at the overseas POD on board the vessel or aircraft. The US will effect movement, including overocean transportation, from point of origin to the overseas port of discharge. Purchasing country is responsible for unloading the ship or aircraft, port handling and subsequent onward movement. In today's transportation environment, this DTC is seldom used. Commercial ocean and air carriers and the AMC all include offload charges in their billings. Since this DTC does not collect overseas port handling from FMS customer countries, the USG experiences a loss in most cases when it is used.

NOTE: Under this DTC, shipping activities must identify materiel as DWCF or non-DWCF to ensure that the correct fund citation is used for the inland CONUS portion of transportation. DWCF materiel moves under the DWCF citation; non-DWCF materiel moves under the FMS Trust Fund Transportation Cost Clearing Account citation.

- 7 Delivery to an inland point in the recipient country. The DOD is responsible for transportation, including overocean and inland overseas movement, from point of origin to a specified inland point overseas. The Customer Country is responsible for offloading the shipment from the overseas inland carrier's equipment for a subsequent onward movement. Use of this DTC is kept to a minimum because it can obligate the USG to procure transportation in geographical areas where inland transportation is difficult to arrange. It is often used for countries that are authorized to use the DTS but have no seaports (e.g., Bolivia and Austria). It also is applied to shipments routed via an Air Force/Army/Navy Post Office since these shipments are routed to destinations beyond in-country PODs.

NOTE: Under this DTC, shipping activities must identify materiel as DWCF or non-DWCF to ensure that the correct fund citation is used for the inland CONUS portion of transportation. DWCF materiel moves under the DWCF citation; non-DWCF materiel moves under the FMS Trust Fund Transportation Cost Clearing Account citation.

- 8 Delivery on board a Customer Country-controlled ship or aircraft at a DOD-controlled POE. The DOD is responsible for transportation from the point of origin to a Customer Country-controlled ship or aircraft at the DOD-controlled POE, including unloading materiel from the inland carrier, port handling and for stowage aboard a Customer Country-controlled ship or aircraft (DOD port personnel must obtain a signature from ship or aircraft officer/commander confirming receipt of materiel). The Customer Country is responsible for all subsequent onward movement. This DTC is used primarily for movement of sensitive conventional AA&E (See DOD 5100.76-M). Customer countries or their freight forwarders are not authorized to receive or handle Sensitive materiel at their facilities. It is sometimes used for classified shipments when a Customer Country does not have its own facilities or freight forwarder facilities cleared to receive classified as identified by a TAC A, B, C or D in the MAPAD.

<u>DTC</u>	<u>Explanation</u>
-------------------	---------------------------

- | | |
|---|--|
| 9 | Delivery to overseas POD offloaded. The DOD will effect movement of materiel from point of origin to overseas port of discharge, including offload at POD from the ship or aircraft. The Customer Country is responsible for all handling and onward movement of the materiel from the dock alongside the ship or from the air terminal. |
|---|--|

NOTE: Under this DTC, shipping activities must identify materiel as DWCF or non-DWCF to ensure that the correct fund citation is used for the inland CONUS portion of transportation. DWCF materiel moves under the DWCF citation; non-DWCF materiel moves under the FMS Trust Fund Transportation Cost Clearing Account citation.

P. FMS DTCs FOR MATERIEL MOVING TO CONUS FOR REPAIR AND RETURN OR OTHER MAINTENANCE OR UPGRADE

These DTCs define DOD/USG responsibility for transportation of previously purchased materiel that is shipped to and from CONUS-located DOD/USG repair facilities. These movements are effected under Maintenance Support Arrangement (MSA) or Repair and Return FMS cases. These DTCs describe DOD and Customer Country responsibility for getting materiel to and from its correct destinations. Since two-way movement is involved, they are more complex. Also, coordination is required between customer countries and DOD repair facilities for insuring that materiel gets to the facilities for the maintenance required. Regardless of the DTC, the Customer Country always retains title to this materiel. DWCF citations will not apply since new materiel is not involved. Return shipments will either be collect, or the DOD shipper will cite the FMS Trust Fund Transportation Cost Clearing Account. Table E-2 summarizes DOD/USG versus Customer Country responsibilities for these DTCs, and Table E-3 provides a detailed explanation of DOD responsibility for transportation of Customer Country assets moved under an MSA/Repair and Return FMS Case (LOA).

Q. SECURITY ASSISTANCE DOCUMENTATION RETENTION POLICY

In compliance with International Law (the Government of Iran versus the Government of United States of America), the international court system required the Government of the United States to furnish hard copy Proof of Shipment for the last 30 years or refund the cost of SA material to the Government of Iran. Based on this decision, all FMS shipping documentation (includes GBLs, CBLs, NOAs, Transportation Control and Movement Documents (TCMDs), Issue Release/Receipt Documents (DD Forms 1348-1A, 1149, 250), Inspection and Receiving Reports, Air Bills, Supply Transactions, Transfer to Carrier Documents, Acceptance Data, and any similarly related material used to effect transfer of FMS shipments to carriers) must be retained for a mandatory time frame of 30 years. This normally means keeping the documentation two years at the shipper locations and 28 years in a National Records Archive. This FMS documentation must be maintained in hard copy format.

R. SCHEDULING DTC 8 PICKUPS OF SENSITIVE AA&E

1. Unless the DTS is used, it is DOD policy that FMS purchases of sensitive conventional AA&E be exported from the US through a DOD-controlled POE. The POE can be either an ocean or an aerial port. DOD controls these shipments until loaded into a Customer Country's ship or aircraft at the POE. Only when a ship's captain or first officer or an aircraft commander signs a receipt for them will DOD port personnel allow custody transfer. This movement falls under DTC 8

procedures. DTC 8 in a LOA states that, "DOD delivers at the CONUS POE on board the vessel or aircraft."

2. Two DOD agencies oversee the majority of POEs available for these exports. SDDC administers all DOD ocean ports, and HQ US Air Force controls most military airfields in the US.
3. The SDDC Operations Center Terminal Management Division is the point of contact for an ocean or surface pickup. The phone numbers are Commercial: 757 878-8531; FAX: 757 878-6155. Terminal Management Division personnel will assist either Country Representatives or Freight Forwarder personnel to determine a port and date for a pickup (a Customer Country can designate its Freight Forwarder as its agent for coordinating pickups by making it the NOA addressee in the MAPAD. However, if the materiel is classified, only the Country Representative can arrange pickups). Customer Countries are also responsible for Export Licenses and SEDs needed for the items being exported. These must be available when DOD port personnel are loading a vessel. Berthing requests must be received by the SDDC Operations Center at least 45 days in advance of the intended pickup date. The mailing address for the SDDC Operations Center Terminal Management Division is ATTN: SDG3-DT, SDDC Operations Center, 661 Sheppard Place, Fort Eustis, VA 23604-1644.
4. Pilot pickup procedures depend on what kind of aircraft does the pickup. If the aircraft is a Customer Country military aircraft, a Country Representative, as listed in the MAPAD, must get an Aircraft Landing Authorization Number (ALAN) for the pickup from the USAF Civil and Foreign Government Aviation Office (AF/XOO-CA). The phone number is Commercial: 703 588-8808 or 703 697-1796; FAX: 703 588-2164 or 703 695-7004. Air Force Instruction (AFI) 10-1801, Foreign Governmental Aircraft Landing at United States Air Force Installations, is the guide for processing ALANs. ALANs will be requested at least five days in advance of the pickup date. Freight forwarders are not authorized to make a request. If a Country Representative is not assigned to an Embassy, the requests must be forwarded through the Country Representative's Embassy.
5. If the Customer Country charts a civilian aircraft, the commercial air carrier must apply for a landing permit, not an ALAN. The landing permit also comes from the Civil and Foreign Government Aviation Office. The landing permit phone number is Commercial: 703 697-5967. The FAX number is 703 695-7004. The air carrier must also furnish the Civil and Foreign Government Aviation Office with Certificates of Insurance and Hold Harmless Agreements for each pickup. AFI 10-1001, Civil Aircraft Landing Permits, is the guide for landing permits. Civil Aircraft Landing Permits must be requested 30 days in advance of the pickup date.
6. In arranging a pilot pickup at an Aerial Port, a Customer Country must have current Export Licenses and SEDs for the materiel. No landing can be made without an overflight clearance from the US State Department. If the aircraft is military, the Customer Country Representative obtains the clearance. If the aircraft is chartered, the civil air carrier obtains the clearance. For explosives, the Customer Country or the carrier must have valid CAA for each shipment. Aerial port personnel will review these when the items are loaded.
7. Waivers to the five or thirty-day advance notice requirement are possible. The USAF Civil and Foreign Government Aviation Office may grant a waiver if a request is submitted in writing. The mailing address for a waiver request is HQ USAF/XOO-CA, 1480 Air Force Pentagon, Washington, DC 20330-1480.

8. Any landing without an ALAN or landing permit is an "Unauthorized Landing." Moreover, a landing is an "Intentional Unauthorized Landing" if the pickup, as it is carried out, does not conform to the information provided in an ALAN or Permit request. One example is a shipment of HAZMAT that cannot be loaded because it is incompatible with other HAZMAT that has been called forward. Another is when too much materiel is called forward to fit into the pickup aircraft. The aerial port Installation Commander must report Unauthorized Landings to HQ USAF, to the Federal Aviation Administration and to the operator's government.
9. Surface pickup of sensitive AA&E will be presumed when a Customer Country gives no advance notice that a pilot pickup is planned. A shipping activity will follow surface release procedures unless advised otherwise. For a surface release, the shipper sends an "information" NOA to the current NOA address in the MAPAD. At the same time, it submits an ETRR to the SDDC Operations Center. The information NOA advises the addressee that it must contact the SDDC Operations Center to start pickup arrangements. When coordination is complete, the SDDC Operations Center will send an ETR to the shipping activity. The ETR informs shippers when and where to ship materiel. For surface pickups, a shipper releases sensitive cargo only in response to a SDDC ETR.
10. ETRs are not for pilot pickups. After receiving an ALAN or a Civil Aircraft Landing Permit, the NOA addressee responds directly to a shipper in response to an NOA. The NOA response tells the shipper which DOD aerial port will receive the materiel and when it must arrive. Shipping activity personnel will coordinate directly with aerial port personnel to confirm that the aerial port and dates are correct. After confirmation, the cargo will be released according to the NOA instructions. If a DTC 8 release starts under surface procedures and then is changed to a pilot pickup, the shipper will cancel the ETR Request. If a pilot pickup is planned and shippers are properly notified, no ETRs will be requested.
11. For ocean pickups only, an extra step is added if the sensitive AA&E is either explosives or ammunition. This extra step adds the JMC to the procedure. The JMC in Rock Island, Illinois, is the DOD Single Manager for ammunition. As the Ammunition Single Manager, the JMC has release authority over all DOD ammunition except missiles and Air Force and Navy-peculiar items. The JMC TO is involved in the ETR process for releases of JMC-managed ammunition and explosives. The "information" NOA for a release of this materiel is still sent by an individual shipping activity. It advises the NOA addressee that materiel is ready for release and that a pickup port and date must be coordinated with the SDDC Operations Center. However, instead of submitting an ETRR, the shipper forwards shipment data to the JMC TO, and it submits the ETRR to the SDDC Operations Center. After a pickup date and port have been coordinated, the ETR is transmitted to the JMC TO. The shipper receives its release instructions from the JMC TO. If the NOA addressee needs to contact a shipping activity regarding these releases, the JMC TO can be contacted at Commercial: 309 782-5612 or 3270. This procedure does not apply to pilot pickups. It also does not apply if the materiel is arms (weapons) only.
12. Setting up ports and dates are part of the pickup process. Processing lead times and advance notice requirements are firm. Personnel and materiel resources at ports are limited. Scheduling is based on these limits and ships or aircraft must show up as scheduled. A "no-show" wastes resources and manpower. Delayed arrivals cannot always be accommodated. HAZMAT regulations must be followed for all cargo. Ports cannot store HAZMAT materiel, especially sensitive AA&E. Materiel that cannot be loaded at the port will be shipped to DOD storage activities at the expense of a Customer Country's account. Customer Countries are responsible for keeping their MAPAD addresses current because they are used for transmitting NOAs and misrouted NOAs cause delay. Export Permits (DSP-94 or DSP-85) and their associated LOAs

must be available for US Customs personnel at both aerial and ocean ports during loading. CAAs are required for explosives shipments. Customer Countries can use DOD CAAs for export of FMS-purchased ammunition and explosives. However, DOD must authorize their use on a case-by-case basis.

S. CONSTRUCTING AN MAPAC

A MAPAC is constructed from the requisition document number and supplementary address. The MAPAC is used as the consignee code on TCMDs and to find complete addressing information in the MAPAD. Figure E-4 through Figure E-7 illustrate the different methods of MAPAC construction.



UNITED STATES OF AMERICA
DEPARTMENT OF STATE
**AUTHORITY TO EXPORT DEFENSE ARTICLES AND DEFENSE SERVICES SOLD UNDER
THE FOREIGN MILITARY SALES PROGRAM**

This form, when properly executed and accompanied by an authenticated Department of Defense Offer and Acceptance (DD form 15-13), constitutes authority under section 126.6 of the International Traffic in Arms Regulations (ITAR) to export the defense articles and defense services listed thereon. This form may be used in lieu of a Department of State export license to export defense articles and services sold by the Department of Defense under the Foreign Military Sales (FMS) program. This export authority is valid for 2 years from the date shown in item 12 below.

The Department of State may, without prior notice to the exporter, deny, revoke, suspend, or amend this authority consistent with ITAR section 126.7.

Willful violation of the ITAR, making an untrue statement of a material fact, or omission of a material fact required to be stated on this form are subject to prosecution and, upon conviction, fines up to \$100,000 or up to 2 years' imprisonment, or both. (Section 38(c), Arms Export Control

1. PM/DTC Applicant Code	2. Country of Ultimate Destination/Purchaser	3. Port of Exit from U.S.
4. Applicant's Name, Address, ZIP Code, Tel. No.	5. Foreign Military Sales Case Identifier	6. Date of FMS Case Implementation
7. Total Value of Defense Articles and Defense Services of Original FMS Case \$ _____		
8. Only the unshipped balance, valued at \$ _____, of this FMS case is covered by this DSP-94. Previous shipments of this FMS case were covered by a Form DSP-94 dated _____ and/or Department of State license No. _____		
9. Form DSP-94 constitutes an amendment to the value and/or quantity of defense articles and services authorized under this FMS case as shown in the attached-amended DD Form 1513. Yes <input type="checkbox"/> No <input type="checkbox"/>		

10. If exporter is a freight forwarder acting on behalf of a foreign government or diplomatic mission, provide the name, address, and telephone number of the foreign official in the U.S. familiar with the FMS case.

11. U.S. Munitions List Categories (see section 121.1 of the ITAR). Please check the appropriate categories to indicate the types of defense articles and/or defense services included on this FMS case:

I. _____	VI. _____	XI. _____	XVI. _____	XXI. _____
II. _____	VII. _____	XII. _____	XVII. _____	
III. _____	VIII. _____	XIII. _____	XVIII. _____	
IV. _____	IX. _____	XIV. _____	XIX. _____	
V. _____	X. _____	XV. _____	XX. _____	

12. Exporter's Statement

I, _____, hereby exercise the authority to effect the export described described above; warrant the truth of all statements made herein; and acknowledge, understand, and will comply with the provisions of Title 22 CFR Parts 120-130 and any conditions and limitations imposed.

Signature _____ Date _____
(Authority valid for 24 months from above date.)

Figure E-1. DSP-94, Authority to Export Defense Articles and Defense Services Sold Under the Foreign Military Sales Program

NOTICE OF AVAILABILITY/SHIPMENT				FROM <i>(Issuing Activity's complete name and address)</i>			
FOR <i>(Name of Country)</i>		NUMBER OF LINE ITEM(S) IDENTIFIED ON ACCOMPANYING DD FORM(S) 250/1348-1 →					
NOTICE NUMBER	CASE NO.	TYPE PACK	PIECES	WEIGHT (Lbs)	CUBE	SECURITY CLASSIFICATION	
AMMUNITION/EXPLOSIVES CLASS			EXTREME DIMENSIONS/WEIGHT				
			WEIGHT (Lbs)	LENGTH (Feet)	WIDTH (Feet)	HEIGHT (Feet)	
TO BE COMPLETED BY ADDRESSEE <i>(Press hard when writing)</i>							
1. After completion detach both copies - retain Copy 2 for your records.				2. Fold Copy 3, place in envelope and mail at once to the Issuing Activity's address.			
<div style="border: 1px solid black; padding: 5px;"> <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <small>CONSIGNEE TO <i>(Enter the complete name and address of Consignee)</i></small> <div style="border-bottom: 1px solid black; margin-bottom: 5px;">NAME</div> <div style="border-bottom: 1px solid black; margin-bottom: 5px;">CITY</div> </div> <div style="width: 45%;"> <div style="border-bottom: 1px solid black; margin-bottom: 5px;">STREET</div> <div style="border-bottom: 1px solid black; margin-bottom: 5px;">STATE <i>(Include ZIP Code)</i></div> </div> </div> </div>							
OTHER INFORMATION							
<div style="display: flex; align-items: center; justify-content: center;"> ADDRESSEE → <div style="border-left: 1px solid black; border-right: 1px solid black; border-top: 1px solid black; border-bottom: 1px solid black; width: 150px; height: 100px; margin: 0 20px;"></div> </div>							

DD FORM 1348-5, JUN 69 (EF)

Figure E-2. DD Form 1348-5, Notice of Availability/Shipment

DSP-85—

**SAMPLE - DO NOT USE
FOR SUBMITTAL TO DTC**

(U.S. DEPARTMENT OF STATE USE ONLY)

SEAL *SAMPLE*

Signature _____

License is hereby granted to the applicant for the described commodity to be permanently exported from the U.S., to be temporarily exported from and returned to the U.S., or to be temporarily imported into the U.S. and returned to the foreign owner, provided shipment is made in accordance with the Department of Defense Industrial Security Manual. This license may be revoked, suspended or amended by the Secretary of State without prior notice whenever the Secretary deems such action advisable.

COPY

LICENSE NO. _____

LICENSE VALID FOR MONTHS FROM ABOVE DATE _____

UNITED STATES OF AMERICA DEPARTMENT OF STATE
APPLICATION/LICENSE FOR PERMANENT/TEMPORARY EXPORT OR TEMPORARY IMPORT OF CLASSIFIED DEFENSE ARTICLES AND RELATED CLASSIFIED TECHNICAL DATA

1. Date prepared	2. PM/DTC applicant code	3. Check one: <input type="checkbox"/> Permanent export <input type="checkbox"/> Temporary export <input type="checkbox"/> Temporary import	4. Country of ultimate destination or sojourn	5. Country from which shipped (temporary imports only)
6. Applicant's name, address, ZIP code Applicant is: <input type="checkbox"/> government <input type="checkbox"/> agent/manufacturer <input type="checkbox"/> freight forwarder		7. Names, agency and telephone numbers of U.S. Government personnel (not PM/DTC) familiar with the commodity <input type="checkbox"/> Army <input type="checkbox"/> Navy <input type="checkbox"/> Air Force <input type="checkbox"/> Other		
FSC, level and date of clearance: TELEPHONE NUMBER: _____		8. Name and telephone number of applicant contact if U.S. Government needs additional information.		
9. Description of Transaction a. This application represents: <input type="checkbox"/> ONLY completely new shipment; <input type="checkbox"/> ONLY the unshipped balance of license no. _____ b. The IDENTICAL commodity <input type="checkbox"/> was licensed to the country in block 3 under license no. _____; <input type="checkbox"/> was licensed to other countries under license no. _____; <input type="checkbox"/> was returned without action; <input type="checkbox"/> was denied to the country in block 3 under voided license no. _____; <input type="checkbox"/> was never licensed for this applicant. c. If commodity is being financed under <input type="checkbox"/> Foreign Military Sale (FMS); <input type="checkbox"/> Foreign Military Financing (FMF) or; <input type="checkbox"/> Grant Aid Program (GAP), give the case number.				
10. QUANTITY	11. COMMODITY <input type="checkbox"/> Hardware <input type="checkbox"/> Technical Data	12. CLASS	13. USML CAT.	14. VALUE
		15. TOTAL VALUE: \$ _____		
16. <input type="checkbox"/> Source or <input type="checkbox"/> Manufacturer of Commodity		17. Name and address of foreign end-user		
FSC, level and date of clearance: 18. Name and address of seller in United States		FSC, level and date of clearance: 19. Name and address of foreign consignee		
FSC, level and date of clearance: 20. Name and address of consignor and/or freight forwarder in United States		FSC, level and date of clearance: 21. Specific purpose for which the material is required, including specific program/end item		
FSC, level and date of clearance: 22. Name and address of cognizant DIS security office		23. APPLICANT'S STATEMENT (See Instructions) I, _____, hereby apply for a license to complete the transaction described above, warrant the truth of all statements made herein, and acknowledge, understand and will comply with the provisions of Title 22, CFR 120 - 130, and any conditions and limitations imposed, and the DOD Industrial Security Manual. CHECK ALL THAT APPLY: <input type="checkbox"/> I am a responsible official empowered by the applicant to certify that the conditions of 22 CFR 120.13 and 22 CFR 130 as listed on the reverse of this form have been met in full. <input type="checkbox"/> The applicant, or another party to this export cannot meet one or more of the conditions in 22 CFR 120.13. A request for an exception to policy is attached. <input type="checkbox"/> U.S. consignor(s) and/or freight forwarder list(s) is/are attached. Signature <i>SAMPLE COPY</i>		
24. LICENSE COPY TO BE SENT TO: Name, address, ZIP code				

FORM 11-92 DSP-85

1 - APPLICATION/LICENSE

OMB APPROVAL NO. 1405-0022
EXPIRATION DATE: 12-31-88
ESTIMATED BURDEN: 1/2 HOUR

*Public reporting burden for this collection of information is estimated to average 1/2 hour per response, including time required for reviewing existing data sources, gathering the necessary data, providing the information required, and reviewing the final collection. Send comments on the accuracy of this estimate of the burden and recommendations for reducing it to: Department of State (OAS/PA/OPR) Washington, D.C. 20520-0294, and to the Office of Information and Regulatory Affairs, Office of Management and Budget, Paperwork Reduction Project (1405-0022), Washington, D.C. 20503.

Figure E-3. DSP-85, Application/License for Permanent/Temporary Export or Temporary Import of Classified Defense Articles and Related Classified Technical Data

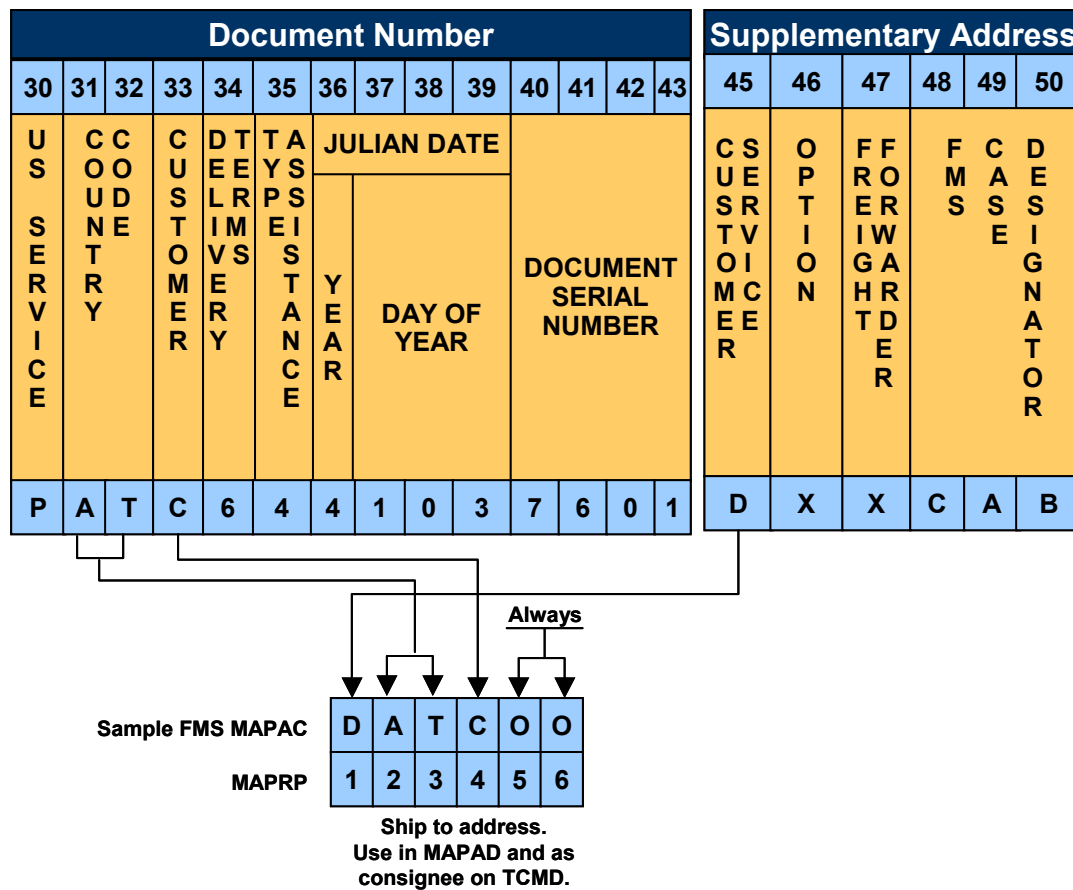


Figure E-4. MAPAC Construction (FMS Shipment through the DTS to Overseas)

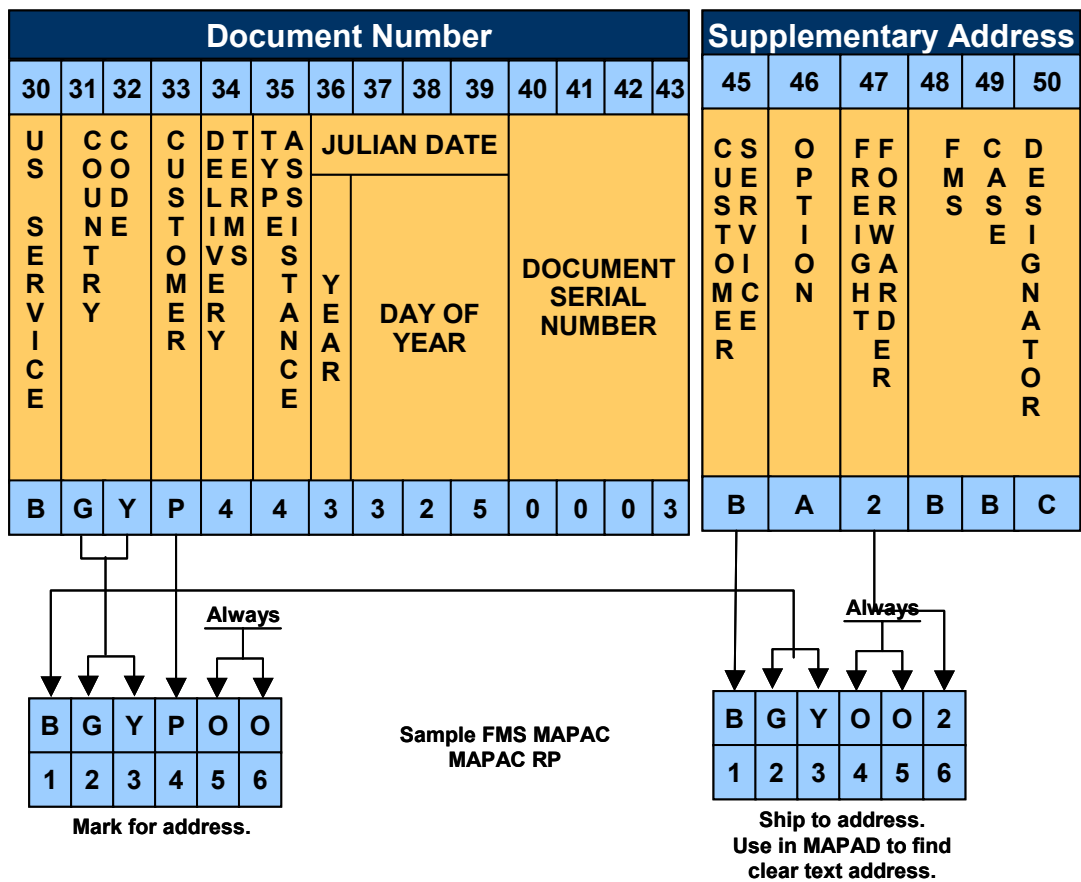


Figure E-5. MAPAC Construction (FMS Shipment to a Freight Forwarder)

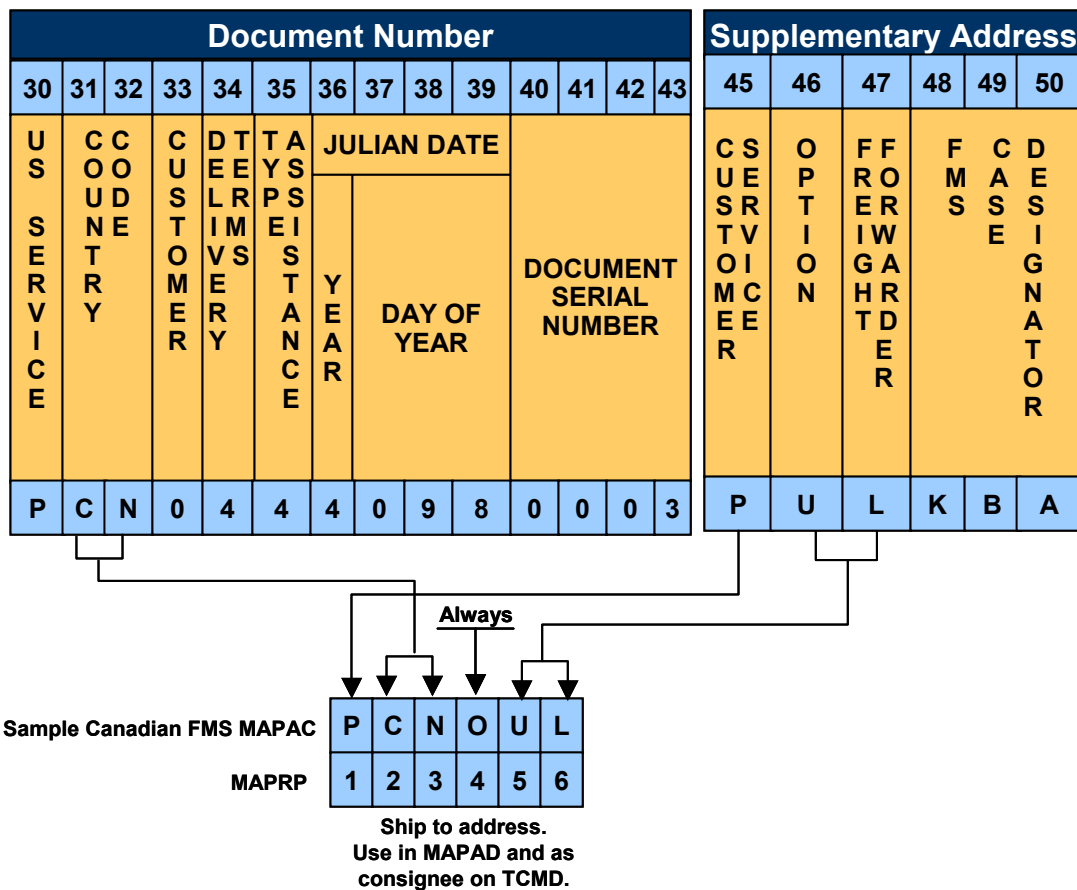


Figure E-6. MAPAC Construction (FMS Shipment to a Canadian customer (Ship Directly))

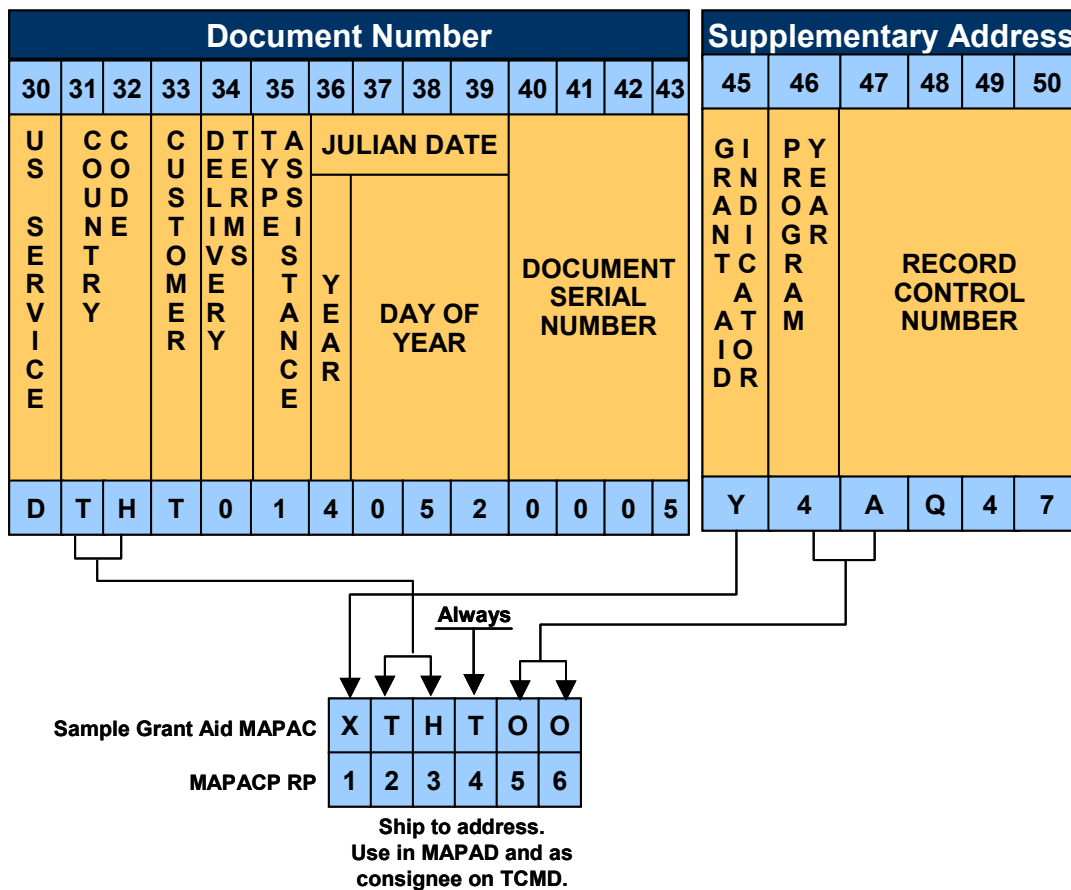


Figure E-7. MAPAC Construction (Grant Aid Shipment)

Table E-1. IA, SAP POCs

Service Code	Implementing Agency	Security Assistance POC
B	US ARMY	US ARMY SECURITY ASSISTANCE CENTER ATTN: AMSAC-OL-LS-CS 54 M AVENUE, SUITE 1 NEW CUMBERLAND, PA 17070-5096 TEL: COMMERCIAL 717 770-6843 or 7398 DSN: 771-6843/7398
D	US AIR FORCE	US AIR FORCE SECURITY ASSISTANCE COMMAND ATTN: AFMC/LGRD TRAFFIC MANAGEMENT BRANCH 4375 CHIDLAW ROAD, BUILDING 262, ROOM B 117 WRIGHT-PATTERSON AFB, OH 45433-5006 TEL: COMMERCIAL 937 257-5631, 3422, 2919, or 5389 FOR AIR FORCE FMS MUNITIONS: USAF MUNITIONS CONTROL POINT ATTN: OO-ALC/WMR 6043 ELM LANE HILL AFB, UT 84056-5819 TEL: COMMERCIAL: 801 777-5771; DSN: 777-5771 FAX: COMMERCIAL: 801 777-1089, DSN: 777-1089 MESSAGE: OO-ALC HILL AFB UT//WMR//
P	US NAVY	US NAVY INVENTORY CONTROL POINT PHILADELPHIA, PA 19111-5098 TEL: COMMERCIAL 215 697-5002, 1155, or 1340
K	US MARINE CORPS	COMMANDANT OF THE MARINE CORPS CODE LFT-1 WASHINGTON, DC 20380-0001 TEL: COMMERCIAL 703 695-7930 U.S. NAVY INVENTORY CONTROL POINT PHILADELPHIA, PA 19111-5098 TEL: COMMERCIAL 215 697-5002, 1155, or 1340
T	DEFENSE REUTILIZATION AND MARKETING SERVICE	DRMS 74 WASHINGTON AVENUE NORTH BATTLE CREEK, MI 49017-3092 TEL: COMMERCIAL 616 961-5927 or 5910

Table E-2. DOD Responsibility for Transportation and Handling

DTC	From	Through	To
A	Overseas POE	CONUS destination	Overseas POD on board the vessel or aircraft
B	Overseas POE	CONUS destination	CONUS POE on board the vessel or aircraft
C	CONUS POD on board the vessel or aircraft	CONUS destination	CONUS POE on board the vessel or aircraft
D	CONUS POD on board the vessel or aircraft	CONUS destination	Overseas POD on board the vessel or aircraft
E	Customer has complete responsibility		
F	Overseas inland point	CONUS destination	Overseas inland point
G	Overseas POE	CONUS destination	Overseas POD alongside vessel or aircraft
J	CONUS inland point (classified cryptographic materiel)		Overseas inland destination

Table E-3. FMS DTCs

DTC	Explanation
A	The DOD is responsible for transportation from a designated overseas POE to a CONUS destination and subsequent return to a designated overseas POD. The customer is responsible for overseas inland transportation of materiel to and from the overseas POE/POD and overseas port handling.
B	The DOD is responsible for transportation from a designated overseas POE to a CONUS destination, return to a CONUS POE, and CONUS port handling. The customer is responsible for overseas inland transportation to the overseas POE, overseas port loading, and all return transportation from the CONUS POE to ultimate destination.
C	The DOD is responsible for CONUS port unloading from the customer-arranged carrier, transportation to and from a designated CONUS destination, and CONUS port loading of a customer-arranged carrier. The customer is responsible for movement of materiel to and from the CONUS POD/POE.
D	The DOD is responsible for CONUS port unloading from the customer-arranged carrier, transportation to a CONUS destination, and return to an overseas designated POD. The Customer Country is responsible for transportation to a CONUS POD, overseas port unloading, and overseas inland transportation to ultimate destination.
E	The customer is responsible for all transportation from the overseas point of origin to the CONUS destination and return to an overseas destination.
F	The DOD is responsible for transportation from an overseas inland location to an overseas POE, overseas port handling, transportation to a CONUS POD, CONUS port handling, inland transportation to a designated CONUS destination, and return to an overseas destination.
G	The DOD is responsible for overseas port handling through an overseas POE, transportation to a CONUS POD, CONUS port handling, inland transportation to a CONUS destination, return to an overseas POD, and overseas port handling. Customer country is responsible for overseas inland transportation to and from the overseas POE/POD.
H	Customer country is responsible for all transportation from overseas point of origin to CONUS repair facility. USG/DOD is responsible for transportation from CONUS repair facility to CONUS POE. Customer country is responsible for CONUS POE port handling and all further movement to overseas destination.
J	Customer country is responsible for all transportation from overseas point of origin to CONUS repair facility. USG/DOD is responsible for all movement from CONUS repair facility to overseas destination.

Table E-4. International Logistics Control Office Freight Forwarder Assistance

Army:	Commander U.S. Army SA Center Attn: AMSAC-OL-LS-CS 54 M Avenue, Suite 1 New Cumberland, PA 17070-5096 Telephone: Commercial: 717 770-6843 or 7398 DSN: 771-6843 or 7398
Air Force:	Air Force Logistics Command Attn: AFMC/LGTT 4375 Chidlaw Road, Bldg 262, RM B117 Wright-Patterson AFB, OH 45433-5006 Telephone: Commercial: 937 257-3422/5631 DSN: 787-3422/5631
Navy:	Navy Inventory Control Point International Program Attn: P764 700 Robbins Ave, Bldg 4B Philadelphia, PA 19111-5095 Telephone: Commercial: 215 697-5002/1155/1340 DSN: 442-5002/1155/1340
Marine Corps:	Commandant of the Marine Corps Code LPD-1 2 Navy Annex Washington, DC 20380-1775 Telephone: Commercial: 703 695-7930 DSN: 225-7930

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